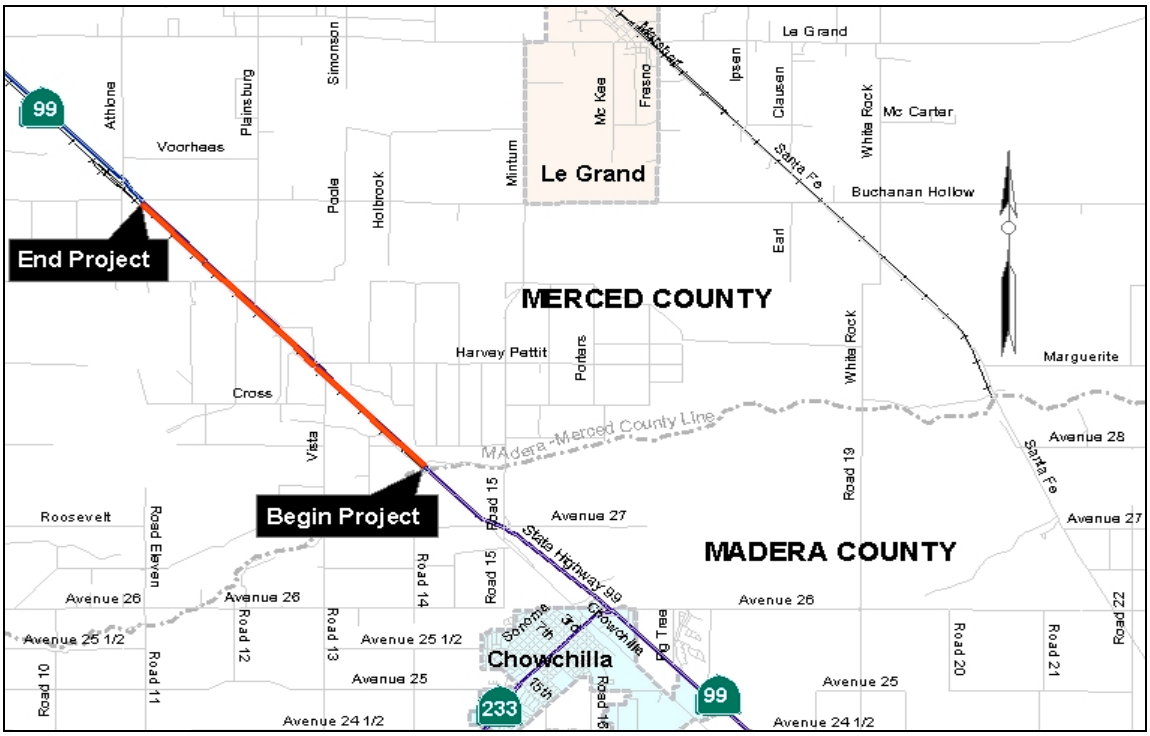
ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Madera County Line to Buchanan Hollow Road, in Merced County
Plainsburg Road Freeway
10-415800 Mer-99-PM 0.0/4.6

LOCATION MAP: Key Map Project Number 39 **PRIORITY CATEGORY 1**



PROJECT DESCRIPTION/SCOPE

Constructs 6-lane freeway on new alignment that will accommodate ultimate 8-lane freeway.
Constructs new interchange with local road connection.
Constructs local road improvements to mitigate lost access.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose – Converts 4-lane expressway to 6-lane freeway. Increases capacity by addition of lanes.
Additional Benefit - Improves safety by relieving congestion and eliminating at-grade intersections.
Additional Benefit - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 Without project *	Year 2025 with project	Year 2025 Concept LOS
C	F	C	C

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Support) was completed in January 1999.
Fund Sources: The project capital cost is not currently funded. PA&ED is funded by TCRP, STIP/IIP
Escalated Construction Estimate: $90-100 million (09/10 FY) Programmed Construction $0
Current Right-of-Way Estimate: $8-13 million (06/07 FY)
Total Support Cost Estimate: $11.4 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $3.2 million PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Madera County Line to Buchanan Hollow Road, in Merced County
Plainsburg Road Freeway
10-415800 Mer-99-PM 0.0/4.6

SCHEDULE

The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	March 2006 Targeted
R/W and Design:	4 years
Construction:	3 years
Total to Complete:	7 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Decreased	New PCC pavement will be designed for high traffic volumes and heavy truck loads.
Structure	Decreased	Replacement of aging structures
Landscape, Graffiti, Litter	Increased	Landscape inventory and right-of-way increases
Electrical	Increased	Additional electrical cost and system maintenance of lighting and ITS elements

PROJECT ISSUES

GENERAL: PS&E and R/W phases need to be programmed in the 2006 STIP for the project to proceed on schedule.
ENVIRONMENTAL IMPACTS: Environmental documentation recently upgraded to Environmental Assessment / Environmental Impact Report.
PROJECT SCOPE: The scope is determined. Final plans and specification, along with right of way acquisition would be the next activities leading to award and construction.

PROJECT DESIGN STANDARDS

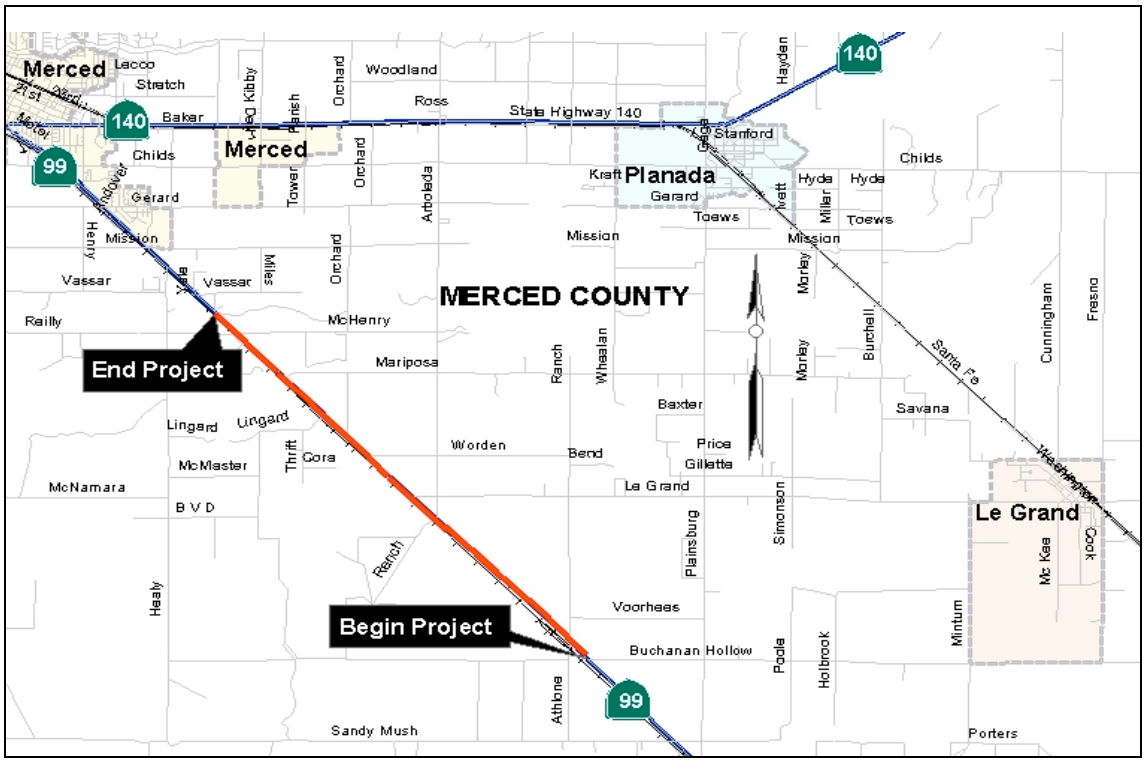
The 13 controlling criteria for design of the Interstate freeway system are listed below. A “no” listed in the Interstate column below indicates noncompliance. A “yes” indicates it complies. Under the heading “FHWA Approval,” a “yes” means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	No	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Peter Jemerigbe (209) 948-7008
Prepared by Chris Gardner

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Buchanan Hollow Road to 0.3 miles north of McHenry Road, in Merced County
Arboleda Road Freeway
10-415700 Mer-99-PM 4.6/10.5

LOCATION MAP: Key Map Project Number 40 **PRIORITY CATEGORY 1**



PROJECT DESCRIPTION/SCOPE

Constructs a 6-lane freeway on new alignment that will accommodate ultimate 8-lane freeway.
Constructs new interchange with local road connection.
Constructs local road improvements to mitigate lost access.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose – Converts 4-lane expressway to 6-lane freeway. Increases capacity by addition of lanes.
Additional Benefit - Improves safety by relieving congestion and eliminating at-grade intersections.
Additional Benefit - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
C	F	C	C

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Support) was completed in January 1999.
Fund Sources: The project construction capital cost is not currently funded. PA&ED is funded by TCRP, STIP/IIP
Escalated Construction Estimate: $100-110 million (09/10 FY) Programmed Construction Amount: $0
Current Right-of-Way Estimate: $15-24 million (06/07 FY) Programmed Right-of-Way Amount: $24.6
Total Support Cost Estimate: $11.4 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $4.9 million PS&E $0 R/W $1 million Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Buchanan Hollow Road to 0.3 miles north of McHenry Road, in Merced County
Arboleda Road Freeway
10-415700 Mer-99-PM 4.6/10.5

SCHEDULE

The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	March 2006 Targeted
R/W and Design:	4 years
Construction:	3 years
Total to Complete:	7 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Decreased	New PCC pavement will be designed for high traffic volumes and heavy truck loads.
Structure	Decreased	Replacement of aging structures
Landscape, Graffiti, Litter	Increased	Landscape inventory and right-of-way increases
Electrical	Increased	Additional electrical cost and system maintenance of lighting and ITS elements

PROJECT ISSUES

GENERAL: PS&E and R/W phases need to be programmed in the 2006 STIP for the project to proceed on schedule.

ENVIRONMENTAL IMPACTS: Environmental documentation recently upgraded to Environmental Assessment / Environmental Impact Report.

PROJECT SCOPE: The scope is determined. Final plans and specification, along with right-of-way acquisition would be the next activities leading to award and construction.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

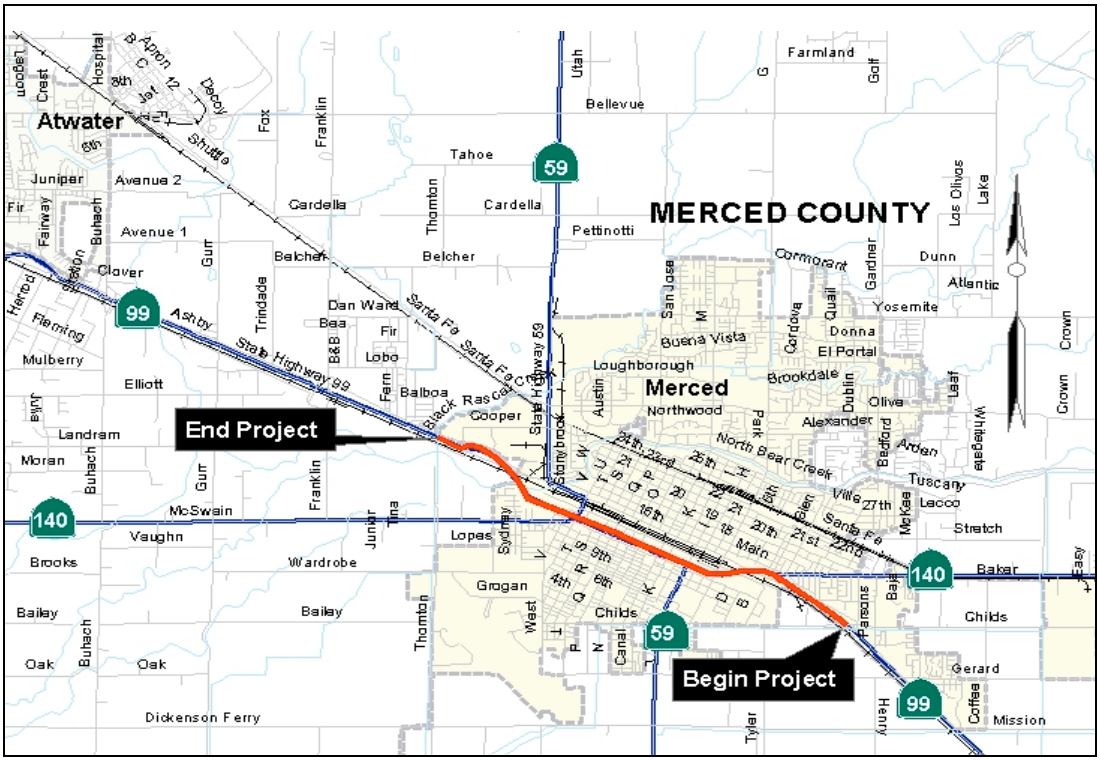
Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	No	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	
Interchange Spacing	Yes	Yes	Yes	Included	

PROJECT MANAGER: Peter Jemerigbe (209) 948-7008

Prepared by Chris Gardner

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.5 miles south of Childs Avenue OC to
0.3 miles north of Black Rascal Creek Bridge, in the City of Merced
Merced 6-Lane, 4F to 6F
10-(No EA) Mer-99-PM 12.6/17.6

LOCATION MAP: Key Map Project Number 41 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane in the median for traffic in each direction. Construct auxiliary lanes as needed. Reconstruct interchanges at some locations if required.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose – Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
Additional Benefit - Improves safety by relieving congestion.
Additional Benefit - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 Without project	Year 2025 with project	Year 2025 Concept LOS
D	F	D	D

Additional Benefit – Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Support) needs to be initiated.
Fund Sources: None identified.
Current Construction Estimate: $100 to $120 million (05/06 FY)
Current Right-of-Way Estimate: $10-20 million (05/06 FY)
Total Support Cost Estimate: $28 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.5 miles south of Childs Avenue OC to
0.3 miles north of Black Rascal Creek Bridge, in the City of Merced
Merced 6-Lane, 4F to 6F
10-(No EA) Mer-99-PM 12.6/17.6

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1.5 years
PA&ED:	3 - 5 years
R/W and Design:	2.5 - 3 years
Construction:	2.5 - 3 years
Total to Complete:	9.5 - 12.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Unknown	Structures may be reconstructed; if so maintenance costs would be reduced.
Landscape, Graffiti, Litter	Increased	Landscape mitigation would require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance of lighting and ITS elements

PROJECT ISSUES

MEDIAN WIDTH: Additional lanes could be added in the median in this segment.

STRUCTURES: On this segment, 13 mainline structures would require widening.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

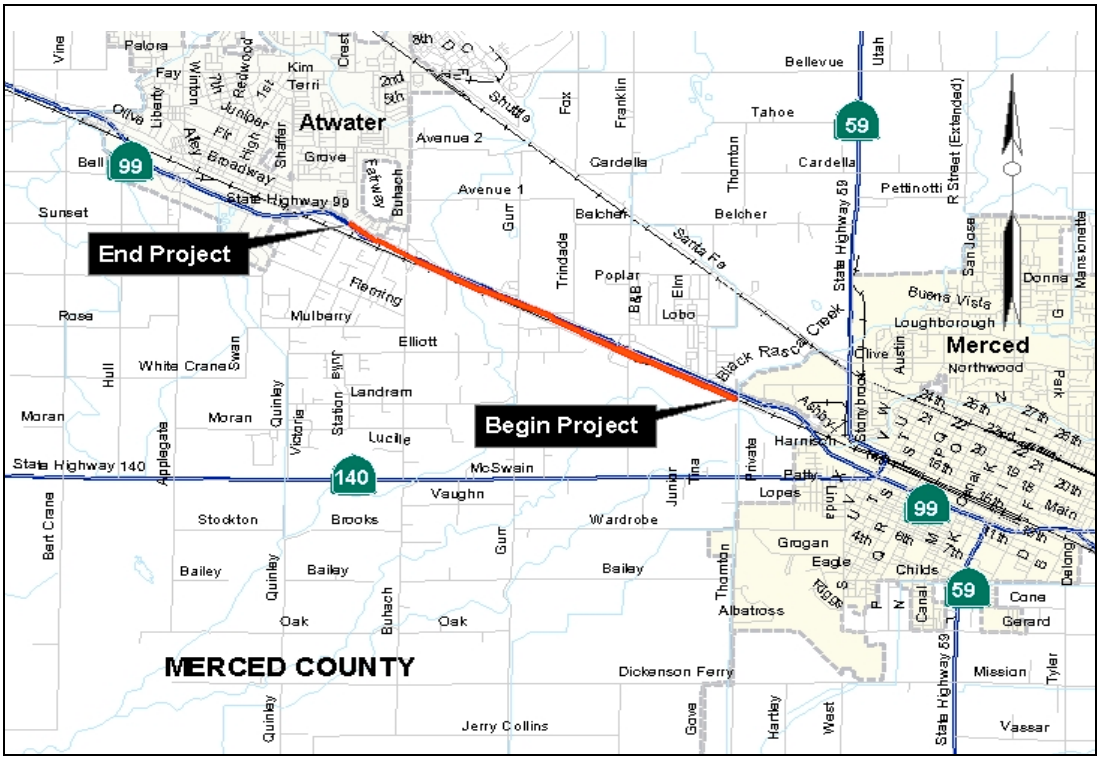
Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	No	No	No	Included	Yes
Vertical Alignment	No	No	No	Included	Yes
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	
Interchange Spacing	Yes	Yes	Yes	Included	

PROJECT MANAGER: Not assigned

Prepared by Chris Gardner

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.3 miles north of Black Rascal Creek Bridge
to 0.3 miles south of East Atwater Overhead, in the County of Merced
Merced to Atwater 6-Lane, 4F to 6F
10-(No EA) Mer-99-PM 17.6/21.3

LOCATION MAP: Key Map Project Number 42 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane for traffic in each direction. Construct auxiliary lanes as needed. Reconstruct interchange.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose – Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
Additional Benefit - Improves safety by relieving congestion.
Additional Benefit - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 Without project	Year 2025 with project	Year 2025 Concept LOS
D	F	D	C

Additional Benefit – Removes non-standard freeway access by reconstructing interchange.
Additional Benefit – Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Support) needs to be initiated.
Fund Sources: None identified.
Current Construction Estimate: $75-85 million (05/06 FY)
Current Right-of-Way Estimate: $15-20 million (05/06FY)
Total Support Cost Estimate: $20 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.3 miles north of Black Rascal Creek Bridge
to 0.3 miles south of East Atwater Overhead, in the County of Merced
Merced to Atwater 6-Lane, 4F to 6F
10-(No EA) Mer-99-PM 17.6/21.3

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1.5 years
PA&ED:	3 - 5 years
R/W and Design:	2.5 - 3 years
Construction:	2.5 - 3 years
Total to Complete:	9.5 - 12.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Unknown	More infrastructure and more traffic creates more maintenance. New PCC on new alignments would reduce costs.
Structure	Decreased	Structures would be reconstructed; maintenance costs would be reduced.
Landscape, Graffiti, Litter	Increased	Landscape mitigation would require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance of lighting and ITS elements

PROJECT ISSUES

MAINLINE WIDENING: The median width would permit widening to the inside, but reconstruction of an interchange would require some mainline realignment.

STRUCTURES: On this segment, 2 local road structures would have to be replaced and 7 mainline structures would require widening.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

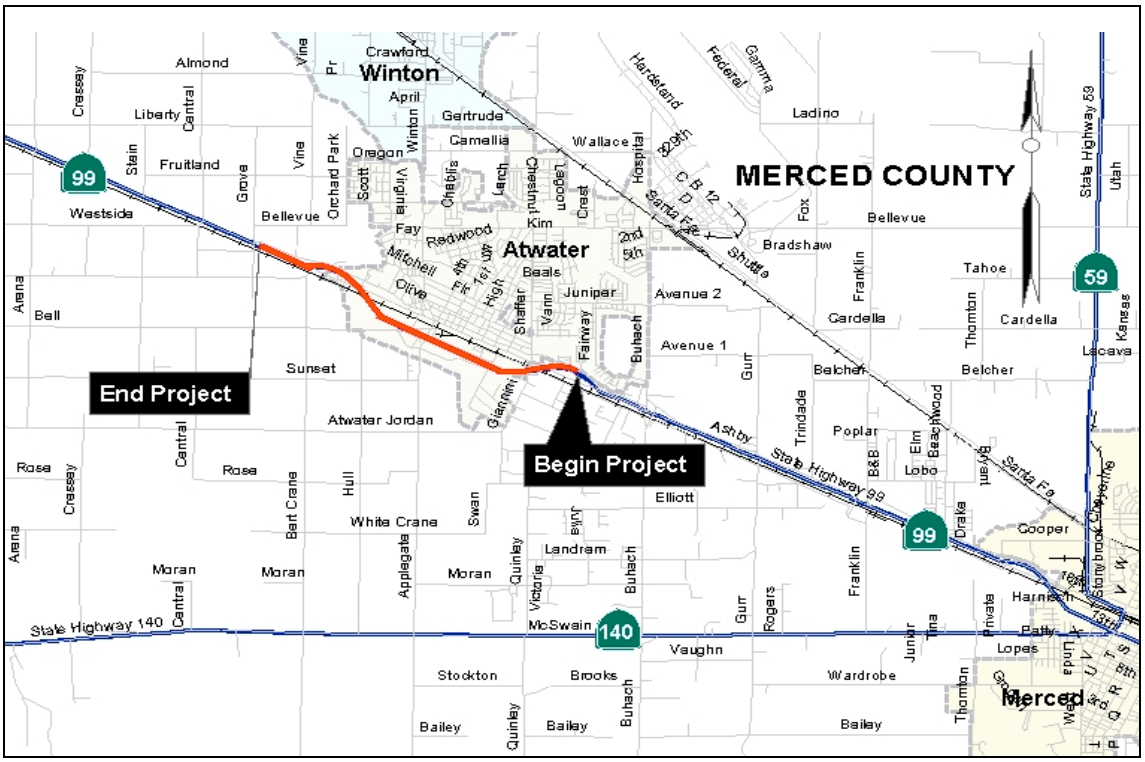
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	No	Yes	Yes	Included	
Vertical Alignment	No	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	No	Yes	Yes	Included	
Cross Slope	No	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	
Interchange Spacing	Yes	Yes	Yes	Included	

PROJECT MANAGER: Not assigned
Prepared by Chris Gardner

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.3 miles south of East Atwater Overhead
to 0.5 miles north of West Atwater Overhead, in the City of Atwater
Atwater 6-Lane, 4F to 6F
10-(No EA) Mer-99-PM 21.3/24.0

LOCATION MAP: Key Map Project Number 43 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane in the median for traffic in each direction. Construct auxiliary lanes as needed. Reconstruct interchanges at some locations if required.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose – Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
Additional Benefit - Improves safety by relieving congestion.
Additional Benefit - Improves operations by relieving congestion. Peak Hour Level of Service (LOS)

Existing LOS	Year 2025 Without project	Year 2025 with project	Year 2025 Concept LOS
C	D	D	D

Additional Benefit – Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Support) needs to be initiated.
Fund Sources: None identified.
Current Construction Estimate: $40-50 million (05/06 FY)
Current Right-of-Way Estimate: $2-$4 million (05/06FY)
Total Support Cost Estimate: $14 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

Revised: 12/06/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.3 miles south of East Atwater Overhead
to 0.5 miles north of West Atwater Overhead, in the City of Atwater
Atwater 6-Lane, 4F to 6F
10-(No EA) Mer-99-PM 21.3/24.0

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	1.5 - 2 years
Construction:	1 - 2 years
Total to Complete:	5.5 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Unknown	Structures may be reconstructed; if so maintenance costs would be reduced.
Landscape, Graffiti, Litter	Increased	Landscape mitigation would require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance of lighting and ITS elements

PROJECT ISSUES

MEDIAN WIDTH: Additional lanes could be added in the median in this segment.

STRUCTURES: On this segment, two mainline structures would require widening and one structure does not meet vertical clearance requirements.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

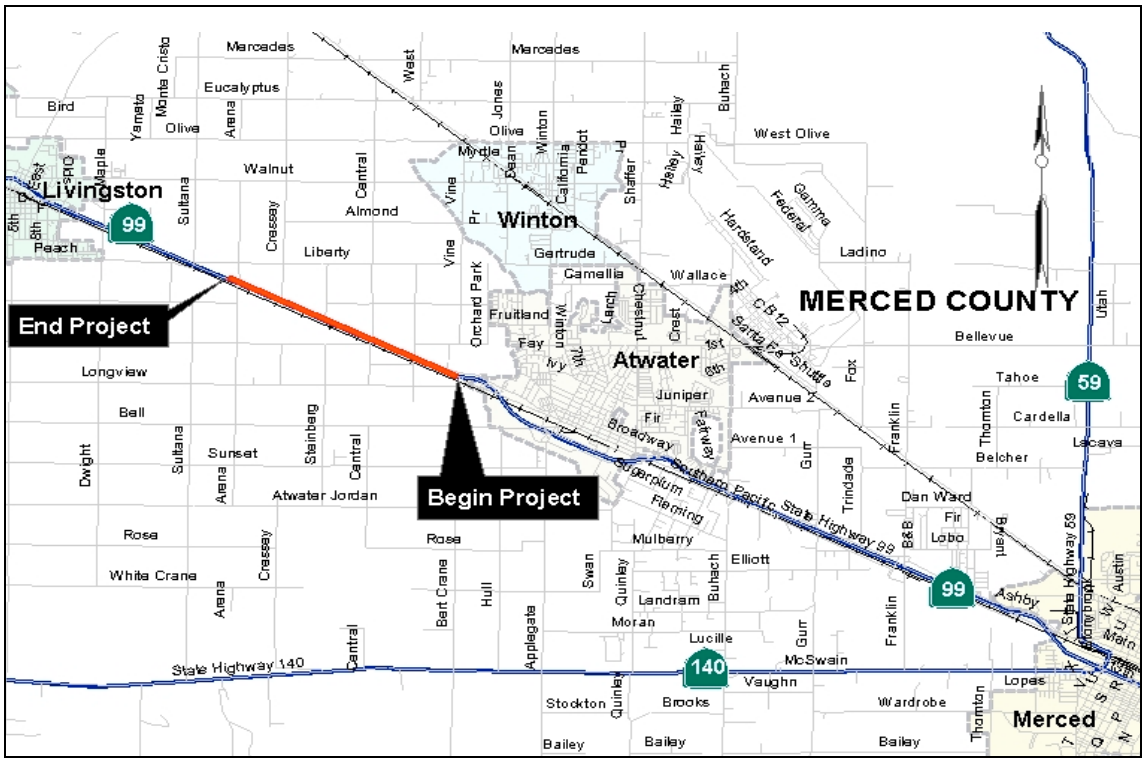
Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	No	No	No	Included	Yes
Vertical Alignment	No	No	No	Included	Yes
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	No	No	No	Included	Yes
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Not assigned

Prepared by Chris Gardner

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.2 miles north of West Atwater Drive to 0.2 miles north of Arena Way, in Merced County
Atwater Freeway Project
10-414801 Mer-99-PM 23.8/R26.5

LOCATION MAP: Key Map Project Number 44 **PRIORITY CATEGORY 1**



PROJECT DESCRIPTION/SCOPE

Constructs 6-lane freeway on new alignment that will accommodate ultimate 8-lane freeway.
Constructs new interchange with local road connection.
Constructs local road improvements to mitigate lost access.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose - Converts 4-lane expressway to 6-lane freeway. Increases capacity by addition of lanes.
Additional Benefit - Improves safety by relieving congestion and eliminating at-grade intersections.
Additional Benefit - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 Without project	Year 2025 with project	Year 2025 Concept LOS
C	F	D	C

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Support) was completed in July 1998. Project Approval & Environmental Document were completed in March 2002.
Fund Sources: STIP/IIP
Escalated Construction Estimate: $32-$37 million (05/06 FY) Programmed Construction Amount: $37
Current Right-of-Way Estimate: $8 million (06/07 FY) Programmed Right-of-Way Amount: $8
Total Support Cost Estimate: $5.2 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED Completed PS&E $1.9 R/W $1.0 Construction $2.3

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.2 miles north of West Atwater Drive to 0.2 miles north of Arena Way, in Merced County
Atwater Freeway Project
10-414801 Mer-99-PM 23.8/R26.5

SCHEDULE

The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	Completed
R/W and Design:	October 2006 Targeted
Construction:	3 years
Total to Complete:	4 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Decreased	New PCC pavement will be designed for high traffic volumes and heavy truck loads.
Structure	Increased	Addition of Inventory
Landscape, Graffiti, Litter	Increased	Landscape inventory and right-of-way increases
Electrical	Increased	Additional electrical cost and system maintenance of lighting and ITS elements

PROJECT ISSUES

GENERAL: Currently in PS&E phase, with construction and right-of-way capital programmed.

ENVIRONMENTAL IMPACTS: Environmental Document (ND/FONSI) completed March 2002.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

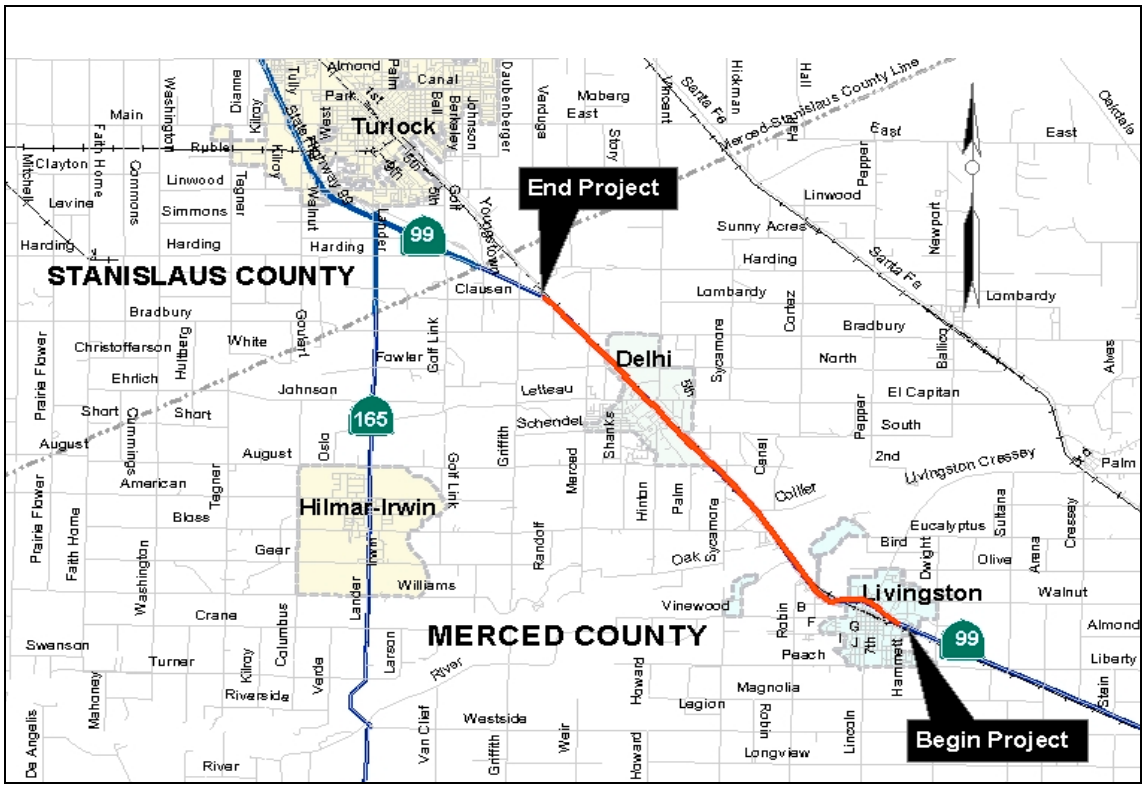
Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	N/A	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	No	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Peter Jemerigbe (209) 948-7008

Prepared by Chris Gardner

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.4 miles south of Hammatt Avenue OC
to 0.1 miles south of South Turlock OC, in the County of Merced
Livingston 6-Lane, 4F to 6F
10-(NoEA) Mer-99-PM 28.8/36.2

LOCATION MAP: Key Map Project Number 45 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane in the median for traffic in each direction. Construct auxiliary lanes as needed.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose – Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
Additional Benefit - Improves safety by relieving congestion.
Additional Benefit - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
C	F	D	D

Additional Benefit – Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Support) needs to be initiated.
Fund Sources: None identified.
Current Construction Estimate: $40-$50 million (05/06 FY)
Current Right-of-Way Estimate: $0.5-1.0 million (05/06FY)
Total Support Cost Estimate: $11 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.4 miles south of Hammatt Avenue OC
to 0.1 miles south of South Turlock OC, in the County of Merced
Livingston 6-Lane, 4F to 6F
10-(NoEA) Mer-99-PM 28.8/36.2

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	1.5 - 2 years
Construction:	1.5 - 2 years
Total to Complete:	6 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	No Change	New PCC pavement will be added to PCC pavement that is in good condition.
Structure	No Change	Newer structures would be widened.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	None	No additional electrical system maintenance

PROJECT ISSUES

MEDIAN WIDTH: Additional lanes could be added in the median in this segment.

STRUCTURES: On this segment, 2 mainline structures would require widening.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

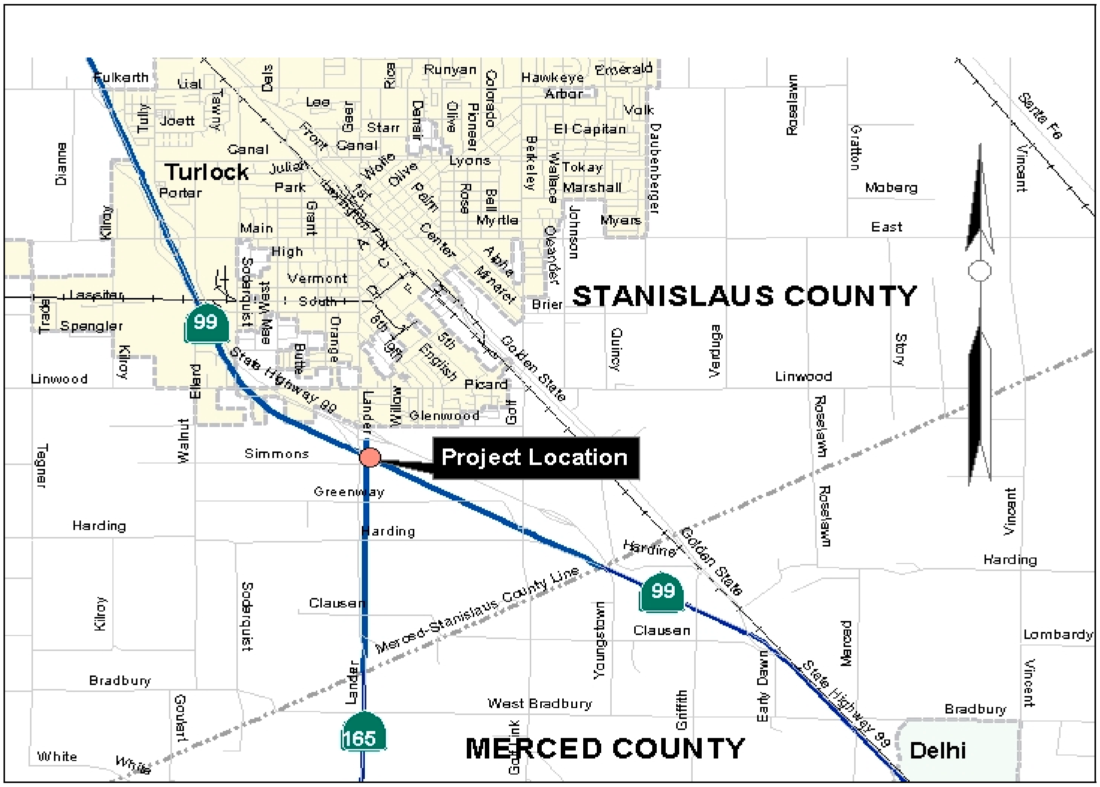
Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Unknown or not assigned

Prepared by Chris Gardner

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Route99/165 (Lander Avenue) Interchange Project, in Stanislaus County
No EA Sta-99-PM R1.4

LOCATION MAP: Key Map Project Number 46 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Modify Lander Ave Interchange.
Realign and reconstruct the existing ramps.
Relocate Glenwood Avenue and Simmons Avenue to achieve standard ramp intersection spacing.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Modifies the interchange and realigns ramps to improve operation.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.
Current Construction Estimate: $25-$30 million (05/06FY)
Current Right-of-Way Estimate: $3-$5 million (05/06FY)
Support Cost Estimate: $3-$9 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Route99/165 (Lander Avenue) Interchange Project, in Stanislaus County
No EA Sta-99-PM R1.4

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	1 years
Total to Complete:	6 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes on the ramps would increase maintenance costs.
Structure	Increased	Aging structure requires more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation would be required, increasing maintenance efforts.
Electrical	Increased	Intersection signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: This project is identified in the StanCOG RTP, Tier 1 Constrained List. Further studies are needed to assess specific project issues.

RIGHT-OF-WAY: Further studies will be needed to identify specific right-of-way issues.

STRUCTURES: This project does not contain any structure work.

TRAFFIC HANDLING: This project requires ramp and local road closures impacting the local circulation.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

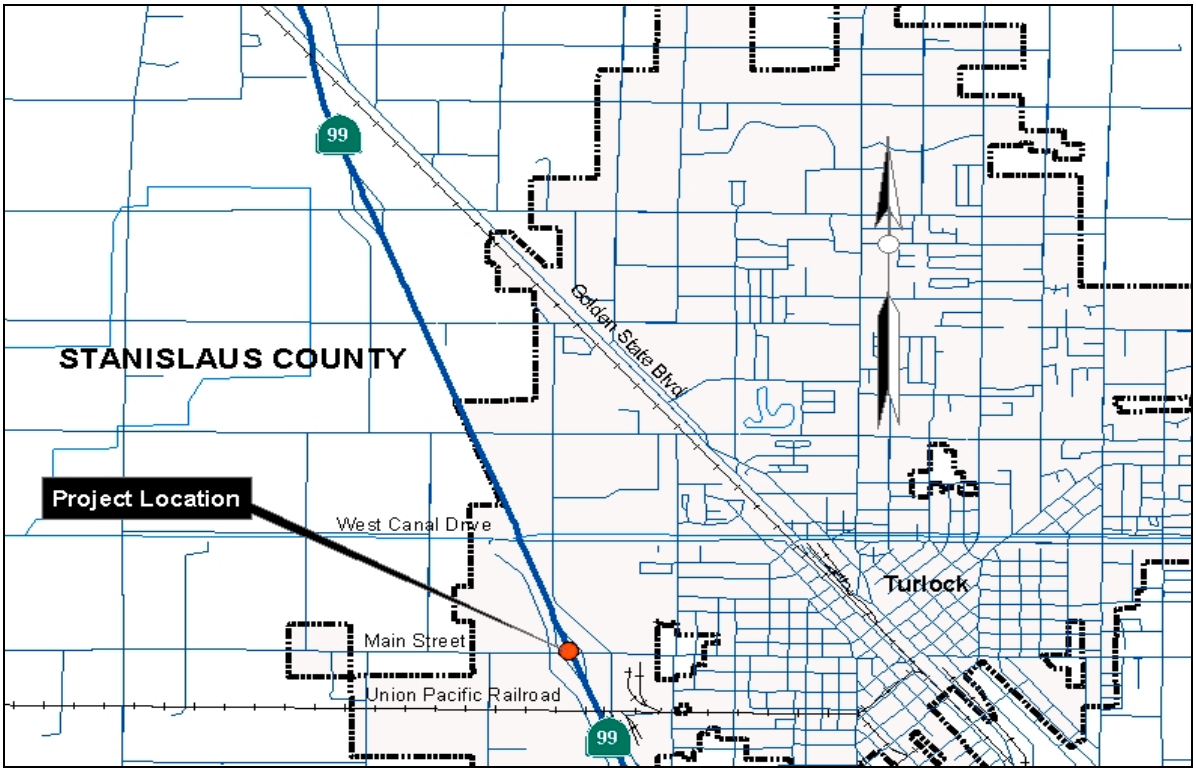
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Unknown or not assigned

Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
West Main Street Interchange Project, In Stanislaus County
10-0F410 Sta-99-PM R3.2/R4.0

LOCATION MAP: Key Map Project Number 47 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Modify West Main Street Interchange.
Widen the existing structure (Br. No. 38 0141 L/R) to accommodate the future 8 lanes for Route 99.
Widen West Main Street to provide 6 lanes under the interchange facility.
Relocate existing NB off-ramp and provide ramp widening for NB and SB off-ramps.
Provide ramp widening to allow for dual entrance on both on-ramps.
Construct a NB loop on-ramp.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Modifies the interchange and realigns ramps to improve operation.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: This project is not yet funded as anticipated in STIP.
Current Construction Estimate: $15-$20 million (05/06FY)
Current Right-of-Way Estimate: $3-$5 million (05/06FY)
Support Cost Estimate: $4-$6 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
West Main Street Interchange Project, In Stanislaus County
10-0F410 Sta-99-PM R3.2/R4.0

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	PSR completed in August 2005
PA&ED:	2 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	6 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Increased	A wider structure and the existing aging structure will require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system will require more maintenance efforts.

PROJECT ISSUES

GENERAL: This project is located in an urban area where there is considerable development on both sides of the freeway.

RIGHT-OF-WAY: Right-of-way acquisition will have significant impact on the adjacent development. A total of 27 parcels will be affected. One (1) residence and three (3) businesses will need to be relocated.

STRUCTURES: The existing structure over West Main Street will be widened and lengthened to accommodate 8 lanes on Route 99 and 6 lanes on West Main Street crossing under the freeway. The modified structure will meet standard horizontal and vertical clearances.

TRAFFIC HANDLING: This project requires ramp and local road closures impacting the local circulation.

PROJECT DESIGN STANDARDS

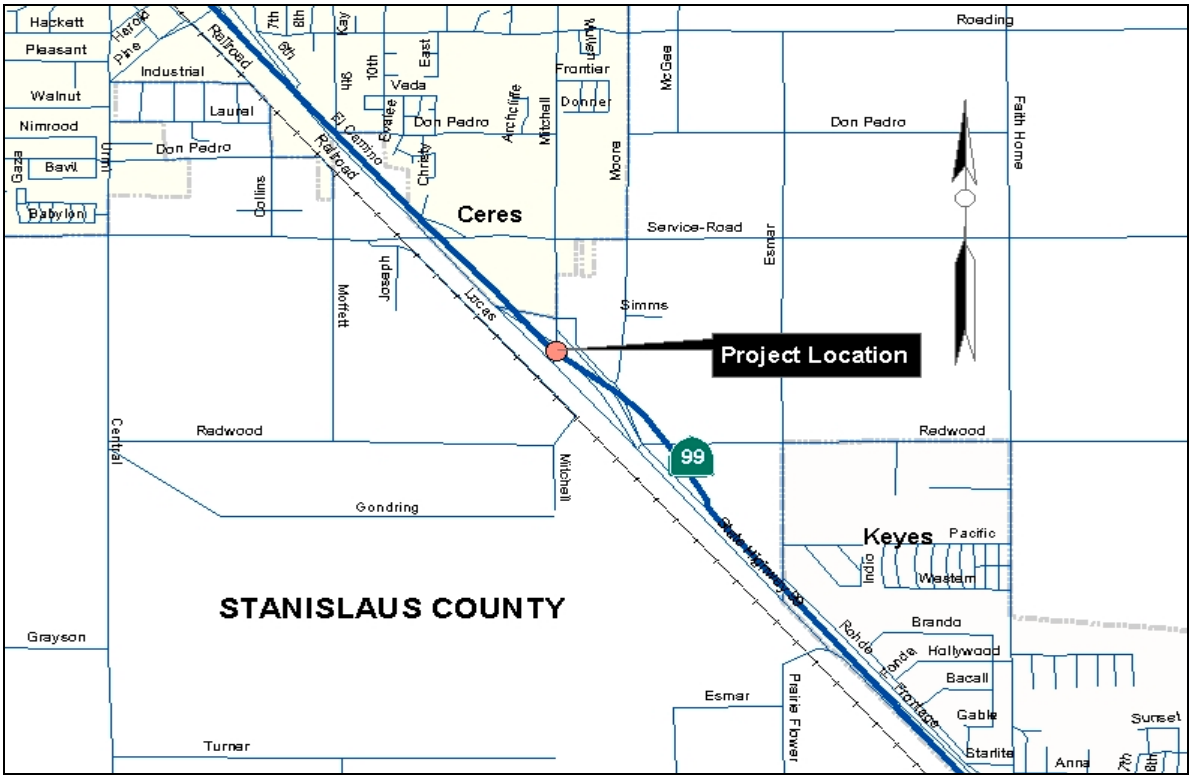
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Christina Hibbard (209) 948-7889
Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Mitchell Road Interchange Project, In Stanislaus County
10-1A690 Sta-99-PM R9.7/R10.9

LOCATION MAP: Key Map Project Number 48 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct Mitchell Road Interchange.
Widen Mitchell Road and Service Road to accommodate 6 lanes.
Widen the existing structure (Br. No. 38 0094) to accommodate 6 lanes on Service Road.
Remove existing Mitchell Road UC and realign Mitchell Road perpendicular to Route 99 and the railroad.
Construct 3 new structures for Mitchell Road, the railroad, and the frontage road.
Construct a new frontage road on the east side of Route 99.
Relocate Lucas Road to intersect with Moffett Road, approximately 152 m south of Service Road.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Reconstructs the interchange to improve operation.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: This project is not yet funded as anticipated in STIP.
Current Construction Estimate: $40-$50 million (05/06FY)
Current Right-of-Way Estimate: $4-$6 million (05/06FY)
Support Cost Estimate: $10-$13 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Mitchell Road Interchange Project, In Stanislaus County
10-1A690 Sta-99-PM R9.7/R10.9

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	PSR completed in July 2002.
PA&ED:	2 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	6 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional ramp lanes will increase maintenance.
Structure	Decreased	New structures will require less maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts..
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: There is not any significant development within the project vicinity.

RIGHT-OF-WAY: Local road expansion and relocation will require right-of-way acquisition.

STRUCTURES: A total of 4 structures are involved. The existing structure on Service Road will be widened to accommodate 6 lanes on Service Rd. Three new structures are proposed: one on the ramp and two on the mainline at Mitchell Road.

TRAFFIC HANDLING: Temporary local road traffic delays and ramp construction staging is expected to create public inconvenience during construction.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

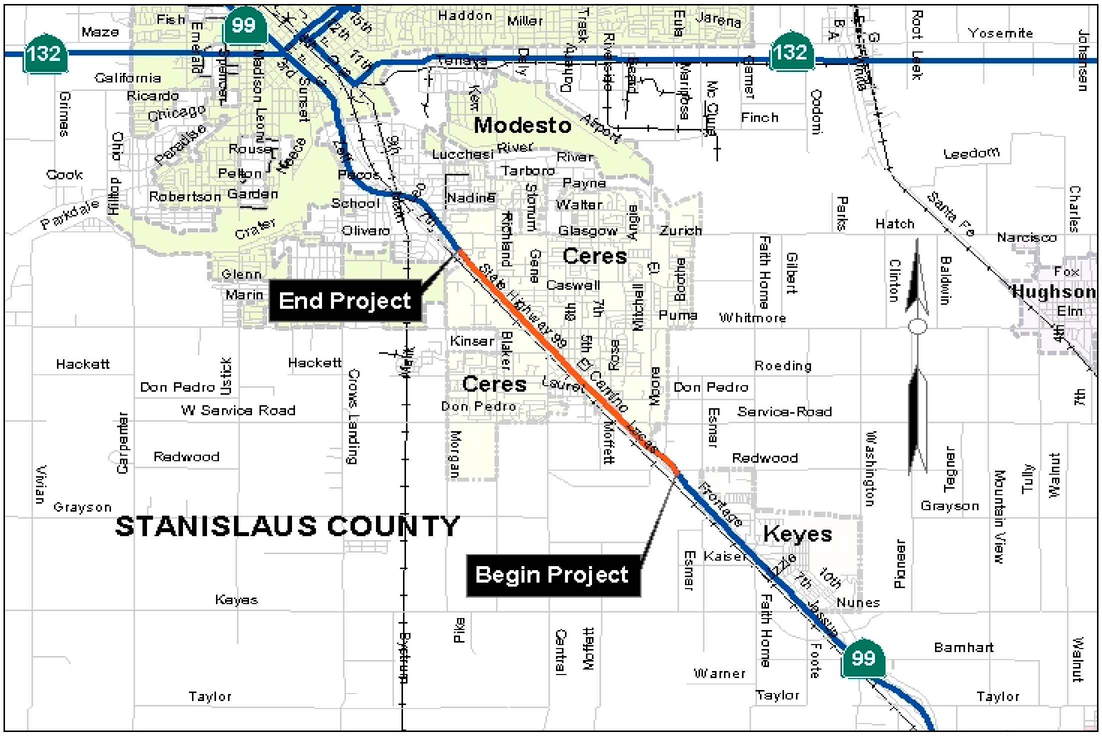
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Christina Hibbard (209) 948-7889

Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Mitchell Road to Hatch Road, in Stanislaus County
10-0E560 (1) Sta-99-PM R10.0/R13.2

LOCATION MAP: Key Map Project Number 49 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Widen Route 99 to 8 lanes (both median and outside widening).

Replace Pine St. OC, Service Road OC, and Whitmore Avenue OC to accommodate the ultimate facility. Widen ramps to 2 lanes at Whitmore Interchange.

Widen Ramp A UC, North St. UC, and Second St. UC to accommodate the 8-lane facility with consideration to accommodate the ultimate facility.

Add auxiliary lanes on Route 99 between Pine St. Interchange and Whitmore Avenue Interchange.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Increases capacity by addition of lanes.

ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

ADDITIONAL BENEFIT - Improves operation by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 Without the project	Year 2025 with project	2025 Route Concept LOS
D	F	D	D

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.

Current Construction Estimate: $85-$95 million (05/06FY)

Current Right-of-Way Estimate: $20-$25 million (05/06FY)

Support Cost Estimate: $25-$27 million (05/06 FY)

Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Mitchell Road to Hatch Road, in Stanislaus County
10-0E560 (1) Sta-99-PM R10.0/R13.2

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	3 years
Total to Complete:	9 - 11 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Unchanged to increased	New wider structures will not require maintenance while older, widened structures will require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system will require more maintenance efforts.

PROJECT ISSUES

GENERAL: The median width is sufficient for part of the project limits. Widening will be done on the outside where median width is not sufficient.

RIGHT-OF-WAY: Right-of-way will be needed where widening is provided on the outside.

STRUCTURES: A total of 6 structures are affected with this project. Three structures will be replaced and 3 will be widened.

TRAFFIC HANDLING: This project requires ramp and local road closures impacting the local circulation where lanes are added on the outside. Minimal traffic handling will be required where widening is provided in the median.

PROJECT DESIGN STANDARDS

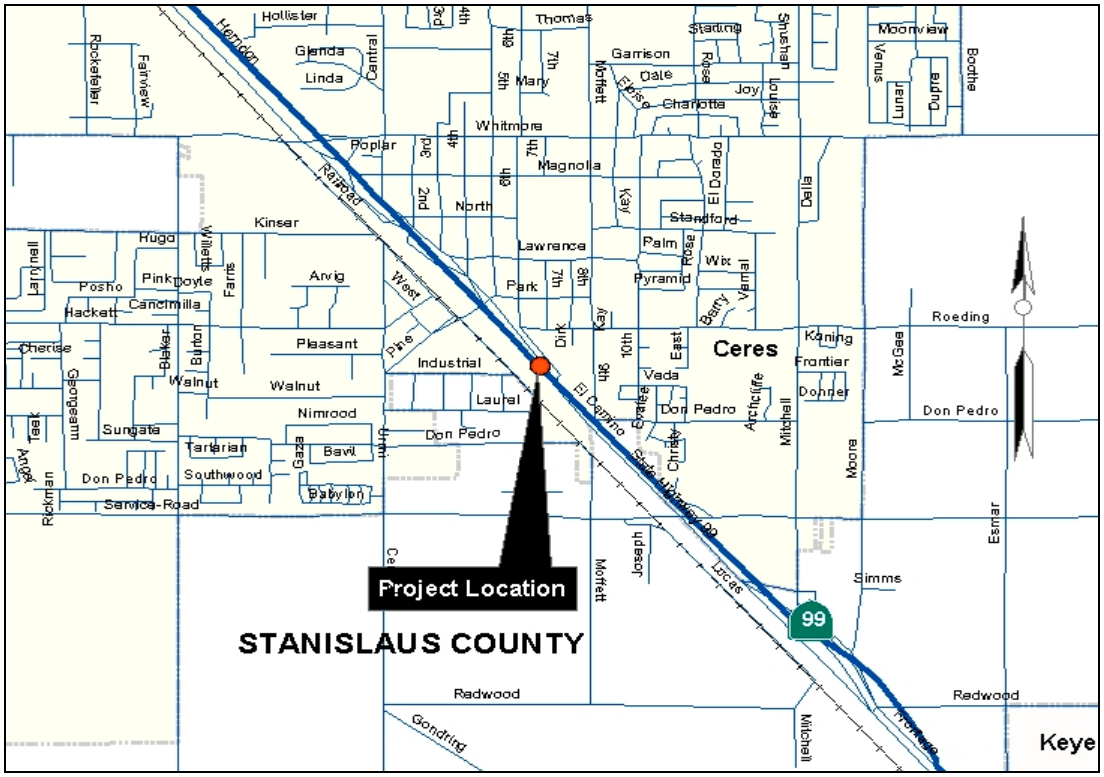
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7889
Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Pine Street Interchange Project, in Stanislaus County
10-0E560 (6) Sta-99-PM R11.3

LOCATION MAP: Key Map Project Number 50 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct Pine Street, a partial interchange (working in conjunction with the Whitmore Interchange). Realign and reconstruct the existing hook ramps.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Reconstructs interchange and realigns ramps to improve interchange and local road operations.

ADDITIONAL BENEFIT - Increases capacity by addition of lanes.

ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.
Current Construction Estimate: $25-$50 million (05/06FY)
Current Right-of-Way Estimate: $20-$25 million (05/06FY)
Support Cost Estimate: $7-$15 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0.

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Pine Street Interchange Project, in Stanislaus County
10-0E560 (6) Sta-99-PM R11.3

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	8 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes would increase maintenance costs.
Structure	Decreased	A new structure would require less maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation would require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: This partial interchange operates in tandem with the Whitmore Interchange. Realignment would provide complementary movements with the Whitmore Interchange and improve local road circulation. Local road couplets could be needed between Pine and Whitmore Streets. A PID is needed to develop a comprehensive understanding of the needs and impacts, establishing the scope and costs for various alternatives.

RIGHT-OF-WAY: Additional right-of-way will be needed in developed urban areas, which will have impacts on the community.

STRUCTURES: The existing structure will be reconstructed to meet standard vertical clearance.

TRAFFIC HANDLING: Temporary local road traffic delays and ramp construction staging is expected to create inconvenience during construction.

PROJECT DESIGN STANDARDS

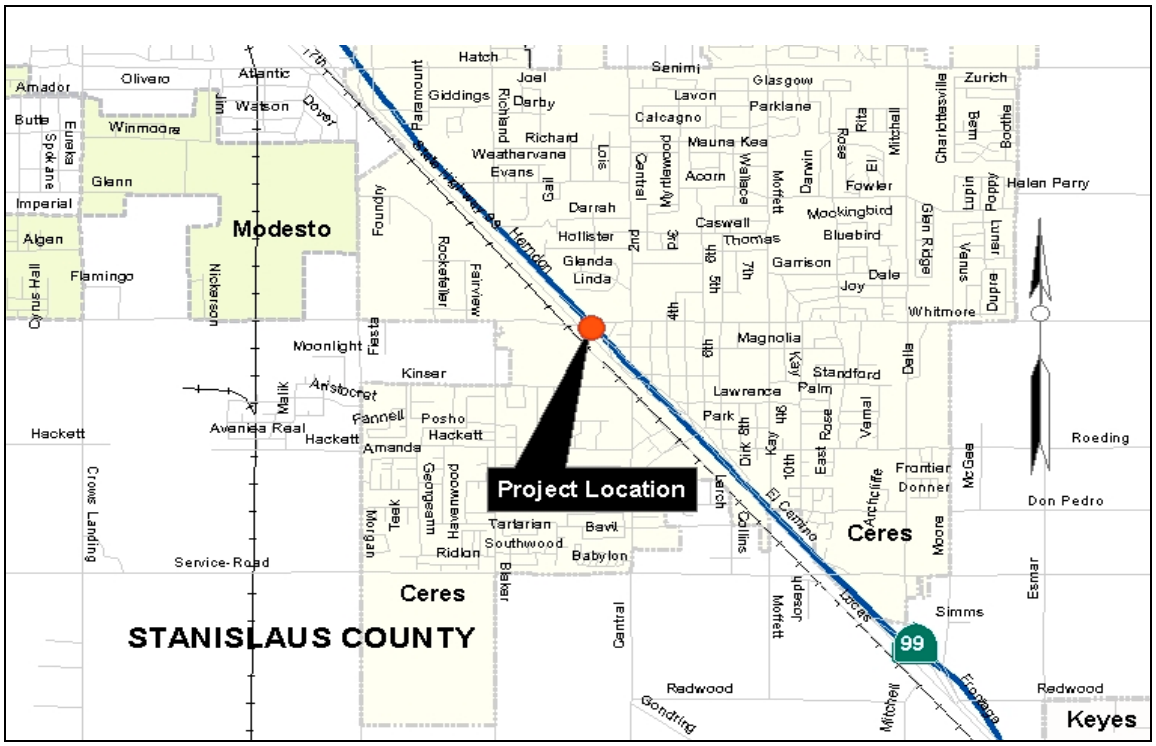
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7889
Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Whitmore Ave Interchange Project, in Stanislaus County
10-2A770 Sta-99-PM R11.9

LOCATION MAP: Key Map Project Number 51 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct Whitmore Ave Interchange.
Realign and reconstruct the existing hook ramps.
Relocate Central Avenue and Herndon Avenue to the north of Whitmore Avenue.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Reconstructs the interchange to improve operation.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: Project is partially funded for support.
Current Construction Estimate: $25-$30 million (05/06FY)
Current Right-of-Way Estimate: $20-$25 million (05/06FY)
Support Cost Estimate: $7-$9 million (05/06 FY)
Programmed Support Phases; PA&ED $0.5, PS&E $2.6 million, R/W $2.4 million, Construction $2.3 million.

Revised: 12/04/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Whitmore Ave Interchange Project, in Stanislaus County
10-2A770 Sta-99-PM R11.9

SCHEDULE

The "Total to Complete" estimate assumes continuous programming.

PID:	Completed in April 1999
PA&ED:	Completed in July 2001
R/W and Design:	Proposed completion in December 2006
Construction:	3 years
Total to Complete:	4 - 5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Decreased	New structures will require less maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: The project is currently in the PS&E phase.

RIGHT-OF-WAY: Right-of-way certification needs to be secured for the project.

STRUCTURES: The existing structure at Whitmore Avenue will be reconstructed to accommodate 7 lanes on Whitmore Avenue. Local roads and ramps will be realigned to achieve standard geometry. The new structure will meet standard vertical and horizontal clearances.

TRAFFIC HANDLING: Temporary detours will be needed to carry the local streets during construction.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

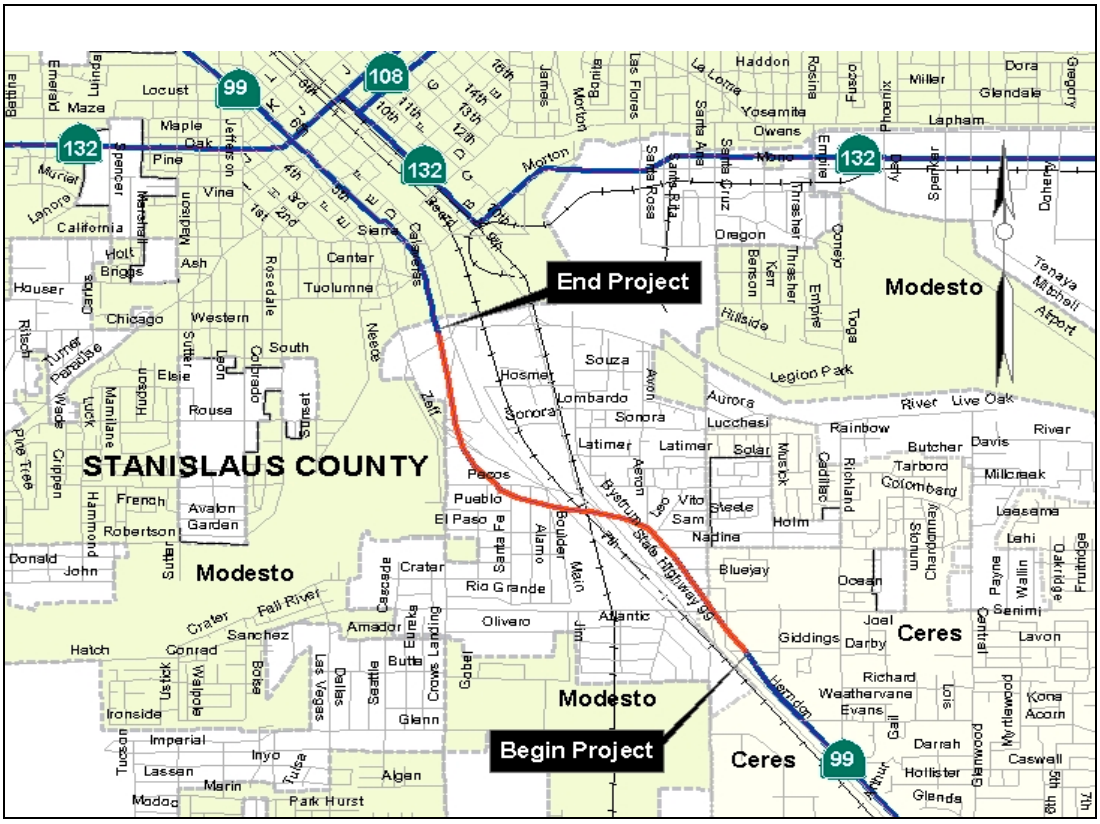
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7829

Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Hatch Road to Tuolumne Blvd, in Stanislaus County
10-0E560 (2) Sta-99-PM R13.2/R15.1

LOCATION MAP: Key Map Project Number 52 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Widen Route 99 to 8 lanes (all median widening).
Widen S. Modesto UC, S. Modesto OH, Tuolumne River Br., and Tuolumne Blvd. Br. to accommodate the 8-lane facility with consideration to also accommodate the ultimate 10-lane concept facility.
Widen ramps to 2 lanes at Hatch Road Interchange, Crows Landing Interchange, and Tuolumne Blvd. Interchange.
Add auxiliary lanes on Route 99 between Tuolumne Blvd. and Crows Landing interchanges.
Construct soundwalls along existing residential properties.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE – Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.
ADDITIONAL BENEFIT - Improves operation by relieving congestion. Peak Hour Level of Service (LOS):

Existing LOS	Year 2025 Without the project	Year 2025 with project	2025 Route Concept LOS
D	F	D	D

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.
Current Construction Estimate: $55-$60 million (05/06FY)
Current Right-of-Way Estimate: $0
Support Cost Estimate: $15-$18 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Hatch Road to Tuolumne Blvd, in Stanislaus County
10-0E560 (2) Sta-99-PM R13.2/R15.1

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	8 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Increased	Wider structures will require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system will require more maintenance efforts.

PROJECT ISSUES

GENERAL: The median width is sufficient for a standard design for the entire project limit. Therefore, no additional right-of-way is required.

STRUCTURES: A total of 4 structures are affected with this project. This project proposes to widen all 4 structures.

TRAFFIC HANDLING: Minimal traffic handling will be required since all widening is provided in the median.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

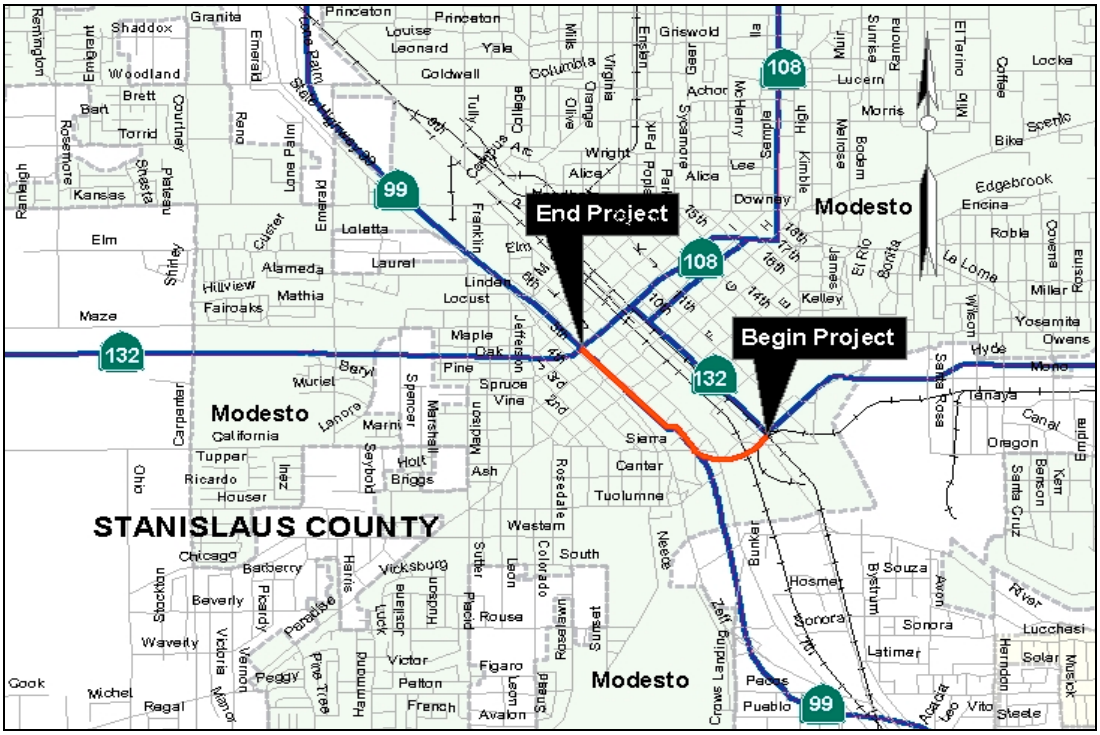
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7889

Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Route 99/132 East Interchange Project, In Stanislaus County
10-0H770 Sta-99-PM R14.9/R15.6

LOCATION MAP: Key Map Project Number 53 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Construct a new diamond interchange at Sierra Dr. and widen Sierra Dr. OC.
Extend Route 132 (D Street) to intersect with 6th St with a new UP at the railroad.
Utilize 5th and 6th Streets as couplers to Route 132 at Maze Blvd.
Construct a freeway-to-freeway connection from Route 132 to SB 99.
Construct a freeway-to-freeway connection from Route 132 to NB 99.
Close and remove Tuolumne Interchange ramps.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Constructs a new interchange with freeway-to-freeway connections at Route 132.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.
Current Construction Estimate: $55-$65 million (05/06FY)
Current Right-of-Way Estimate: $4-$6 million (05/06FY)
Support Cost Estimate: $15-$20 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

Revised: 12/04/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Route 99/132 East Interchange Project, In Stanislaus County
10-0H770 Sta-99-PM R14.9/R15.6

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	7 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Increased	New inventory will be created along with widening of aging structure, requiring more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system will require more maintenance efforts.

PROJECT ISSUES

GENERAL: There is development on both sides of Route 99 at the new interchange location. The proposed project will remove some of the Route 132 traffic from Route 99.

RIGHT-OF-WAY: Right-of-way acquisition will require long leads and will impact several residences and businesses.

STRUCTURES: The existing Sierra Drive OC Bridge will be widened to accommodate 6 lanes on Sierra Dr. Two new freeway-to-freeway connections will improve circulation between the two routes while access to D and 6th Streets will be provided by local road ramps.

TRAFFIC HANDLING: This project requires ramp and local road closures impacting the local circulation.

PROJECT DESIGN STANDARDS

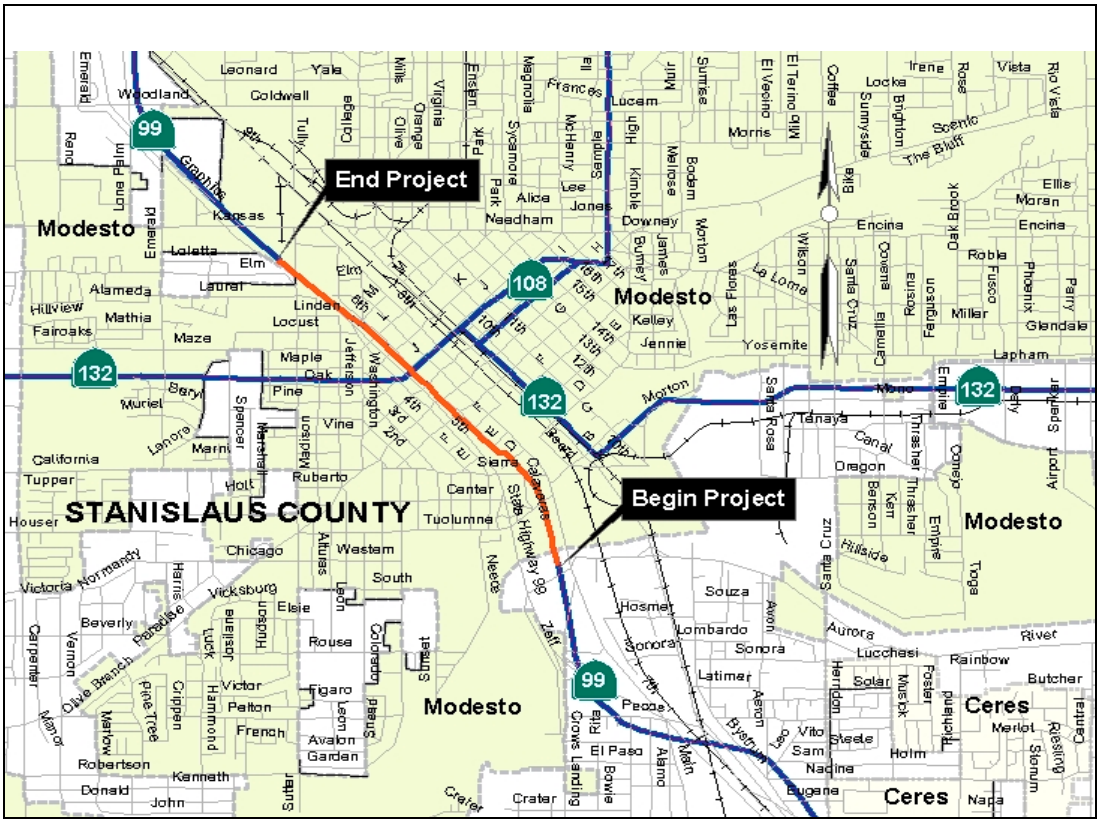
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7889
Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Tuolumne Blvd to Kansas Avenue, in Stanislaus County
10-0E560 (3) Sta-99-PM R15.1/R16.8

LOCATION MAP: Key Map Project Number 54 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Widen Route 99 to 8 lanes (median widening with some outside widening).
Reconstruct Kansas Avenue Interchange and Route 99/Route 132 Interchange to accommodate the 8-lane facility with consideration to also accommodate the ultimate 10-lane concept facility.
Replace I-Street OC and K-Street OC to accommodate the 8-lane facility with consideration to also accommodate the ultimate 10-lane concept facility.
Widen ramps to 2 lanes at I-Street and K-Street.
Add auxiliary lanes on Route 99 between Kansas and Route 99/Route 132 Interchange.
Construct soundwalls along existing residential properties.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.
ADDITIONAL BENEFIT - Improves operation by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 Without the project	Year 2025 with project	2025 Route Concept LOS
D	F	D	D

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.
Current Construction Estimate: $50-$60 million (05/06FY)
Current Right-of-Way Estimate: $10-$15 million (05/06FY)
Support Cost Estimate: $15-$18 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

Revised: 12/04/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Tuolumne Blvd to Kansas Avenue, in Stanislaus County
10-0E560 (3) Sta-99-PM R15.1/R16.8

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	8 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Unchanged to minor increase	The new structure will require little to no maintenance while the older, aging structures will require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system will require more maintenance efforts.

PROJECT ISSUES

GENERAL: The median width is sufficient for most of the project limits. Widening will be done on the outside where median width is not sufficient.

RIGHT-OF-WAY: Right-of-way will be needed where widening is provided on the outside.

STRUCTURES: A total of 4 structures are affected with this project. Two structures will be replaced and 2 will be widened.

TRAFFIC HANDLING: This project requires ramp and local road closures impacting the local circulation where lanes are added on the outside. Minimal traffic handling will be required where widening is provided in the median.

PROJECT DESIGN STANDARDS

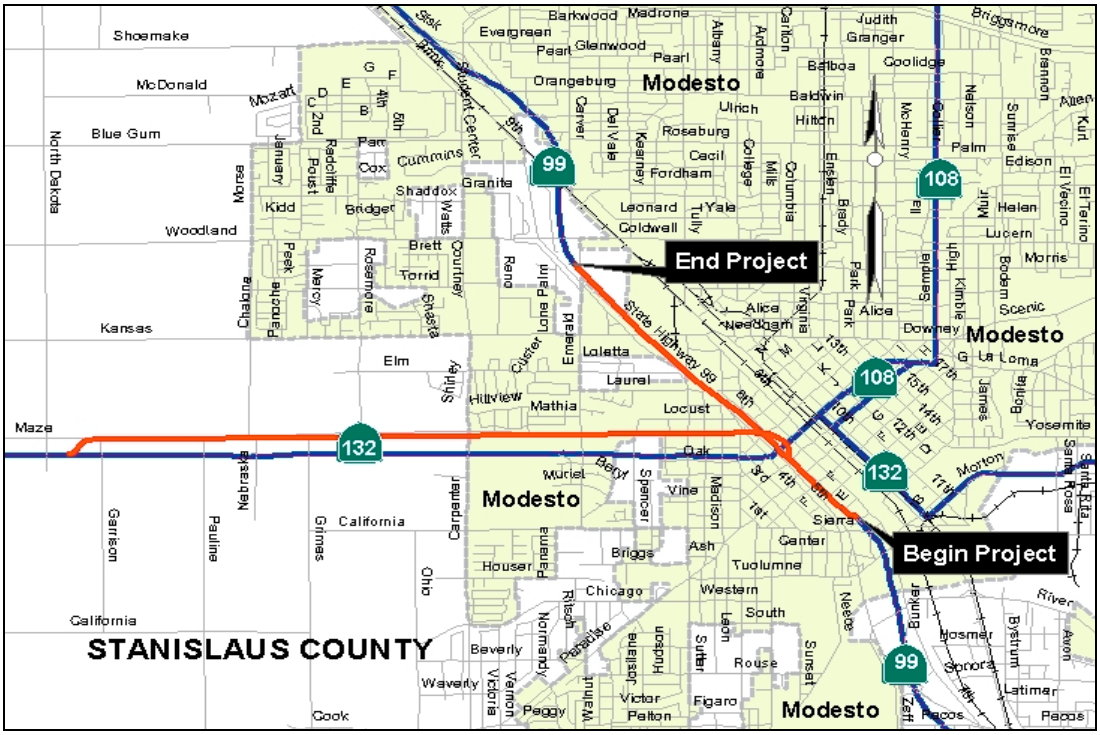
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7889
Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Route 99/132 West Interchange Project, In Stanislaus County
10-40350 Sta-99-PM R15.6/R17.5

LOCATION MAP: Key Map Project Number 55 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Construct a 4-lane expressway along the adopted route for Route 132 from Dakota Avenue to Route 99.
Construct a freeway-to-freeway connection just south of Route 99/Kansas Avenue.
Construct a partial interchange at Carpenter Road with EB off-ramp and WB on-ramp.
Construct an overcrossing at Emerald Avenue.
Construct auxiliary lanes on Route 99 between the Route 99/132 connector and the 'I' Street ramps.
Close existing L Street on/off-ramps.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Reconstructs the interchange to improve operation.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.
ADDITIONAL BENEFIT - Improves operation by relieving congestion. Peak Hour Level of Service (LOS):

Existing LOS	Year 2025 Without the project	Year 2025 with project	2025 Route Concept LOS
E	F	F	D

PROJECT AND FUNDING STATUS

Fund Sources: Project is funded in part.
Current Construction Estimate: $75-$85 million (05/06FY)
Current Right-of-Way Estimate: $11-$13 million (05/06FY)
Support Cost Estimate: $23-$25 million (05/06 FY)
Programmed Support Phases; PA&ED $3.2 million, PS&E $0, R/W $2.4 million, Construction $4.0 million
Additional funding (from SAFETEALU); $14.4 million

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Route 99/132 West Interchange Project, In Stanislaus County
10-40350 Sta-99-PM R15.6/R17.5

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	3 years
Total to Complete:	9 - 11 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	A new alignment and additional lanes will increase maintenance costs.
Structure	Increased	Added inventory would be created on Route 132.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: There is development on both sides of Route 99 at the new interchange location. The proposed project will construct freeway-to-freeway connections at the intersection of Route 99/132.

RIGHT-OF-WAY: Right-of-way acquisition along Route 99 will require long leads and will impact several residences and businesses. Most of the right-of-way on Route 132 has been acquired.

STRUCTURES: Three new structures are proposed. The new partial interchange at Carpenter Rd. will have an eastbound off-ramp and a westbound on-ramp. The freeway-to-freeway connectors will span Route 99 at three different elevations.

TRAFFIC HANDLING: This project would result in major improvements to the local area circulation system.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

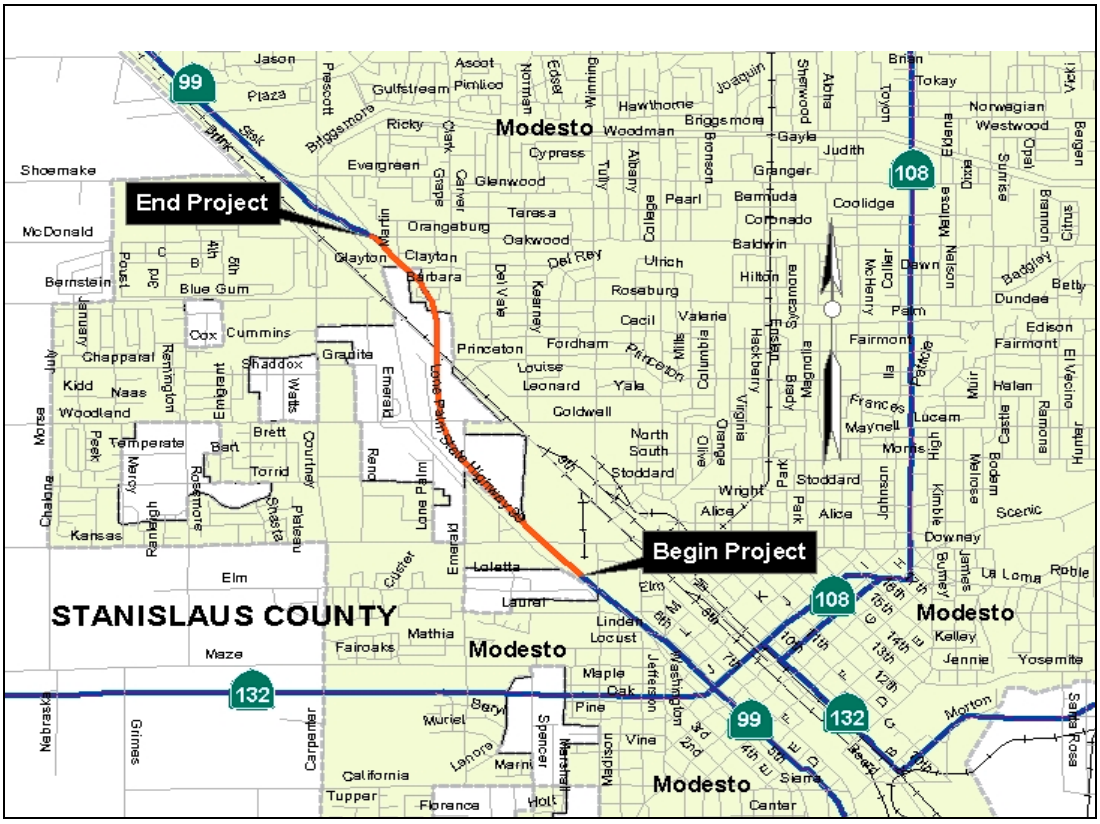
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7889

Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Kansas Avenue to Carpenter Road, in Stanislaus County
10-0E560 (4) Sta-99-PM R16.8/R18.5

LOCATION MAP: Key Map Project Number 56 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Widen Route 99 to 8 lanes (outside widening with some median widening).
Replace Woodland Avenue OC and widen West Modesto OH to accommodate the 8-lane facility with consideration to accommodate the ultimate 10-lane concept facility.
Construct soundwalls along existing residential properties.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.
ADDITIONAL BENEFIT - Improves operation by relieving congestion. Peak Hour Level of Service (LOS):

Existing LOS	Year 2025 Without the project	Year 2025 with project	2025 Route Concept LOS
D	F	F	D

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.
Current Construction Estimate: $30-$35 million (05/06FY)
Current Right-of-Way Estimate: $10-$15 million (05/06FY)
Support Cost Estimate: $9-$10million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Kansas Avenue to Carpenter Road, in Stanislaus County
10-0E560 (4) Sta-99-PM R16.8/R18.5

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	8 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Unchanged to minor increase	The new structure will require little to no maintenance while the older, aging structures will require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: Widening will be provided on the outside for the most part. Where there is sufficient median width, widening will be provided in the median at a few locations.

RIGHT-OF-WAY: Right-of-way will be needed where widening is provided on the outside.

STRUCTURES: A total of 2 structures are affected with this project. One structure will be replaced and the other will be widened.

TRAFFIC HANDLING: This project requires ramp and local road closures impacting the local circulation where lanes are added on the outside. Minimal traffic handling will be required where widening is provided in the median.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

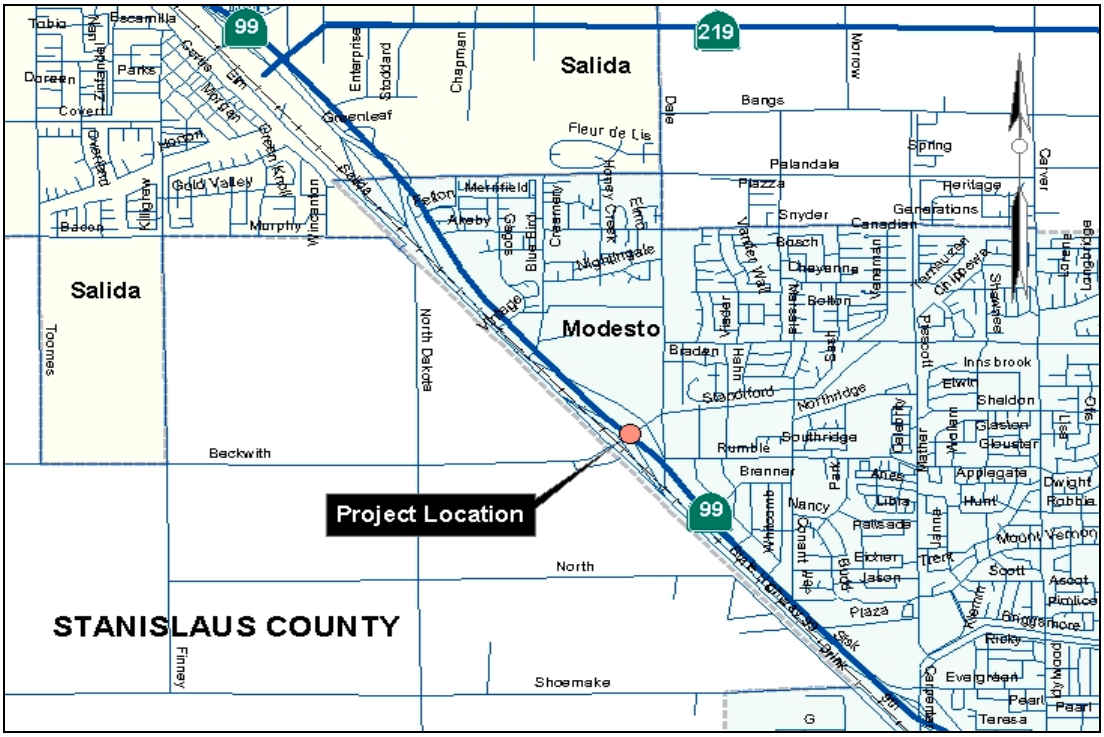
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7889

Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Standiford Ave Interchange Project, in Stanislaus County
No EA Sta-99-PM R19.9

LOCATION MAP: Key Map Project Number 57 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct Standiford Ave Interchange.
Widen Standiford Ave to 8 Lanes.
Realign and reconstruct the existing ramps.
Construct NB and SB loop ramps.
Relocate Sisk Road to achieve standard ramp intersection spacing.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Reconstructs interchange and realigns ramps to improve operation.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.
Current Construction Estimate: $60-$70 million (05/06FY)
Current Right-of-Way Estimate: $7-$10 million (05/06FY)
Support Cost Estimate: $18-$20 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Standiford Ave Interchange Project, in Stanislaus County
No EA Sta-99-PM R19.9

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	8 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes would increase maintenance costs.
Structure	Decreased	New structure would require less maintenance.
Landscape, Graffiti, Litter	Unchanged	It is assumed that landscape mitigation would not be required.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: This project is identified in the StanCOG RTP, Tier 1 Constrained List. Further studies are needed to assess specific issues.

RIGHT-OF-WAY: Further studies will be needed to identify right-of-way impacts and environmental concerns.

STRUCTURES: The existing structure will be reconstructed and widened to accommodate the future 10-lane facility. Loop ramps will be constructed to improve interchange operation.

TRAFFIC HANDLING: This project requires ramp and local road closures impacting the local circulation.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

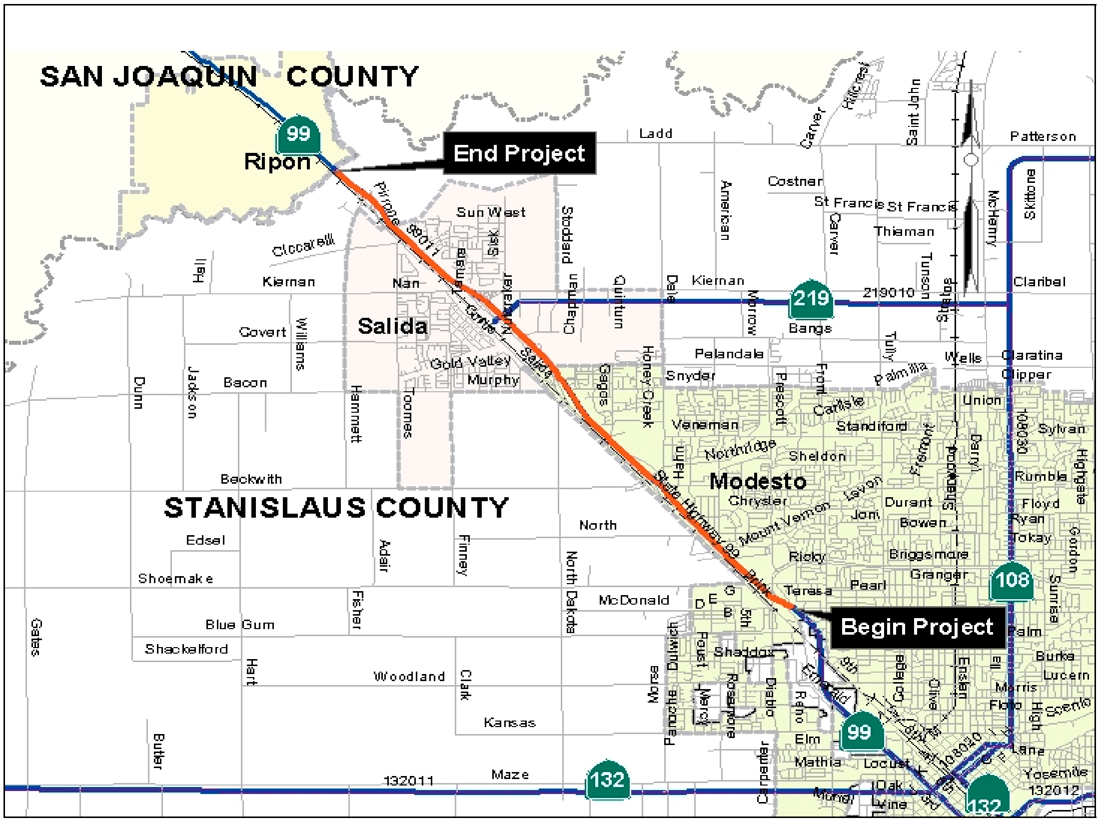
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Unknown or not assigned

Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Carpenter Road to County Line, in Stanislaus County
10-0E560 (5) Sta-99-PM R18.5/R24.7

LOCATION MAP: Key Map Project Number 58 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Widen Route 99 to 8 lanes (all median widening).
Construct soundwalls along existing residential properties.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.
ADDITIONAL BENEFIT - Improves operation by relieving congestion. Peak Hour Level of Service (LOS):

Existing LOS	Year 2025 Without the project	Year 2025 with project	2025 Route Concept LOS
D	F	F	D

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.
Current Construction Estimate: $45-$50 million (05/06FY)
Current Right-of-Way Estimate: $0 (05/06FY)
Support Cost Estimate: $13-$15 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

 Revised: 12/04/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Carpenter Road to County Line, in Stanislaus County
10-0E560 (5) Sta-99-PM R18.5/R24.7

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	8 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Increased	Aging structure will need more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: The median width is sufficient for lane additions; no additional right-of-way is required. The inside shoulder width will require a design exception at the bridge columns.

STRUCTURES: Non-standard horizontal clearance to bridge column will also require a design exception.

TRAFFIC HANDLING: Minimal traffic handling will be required since all widening would be in the median.

PROJECT DESIGN STANDARDS

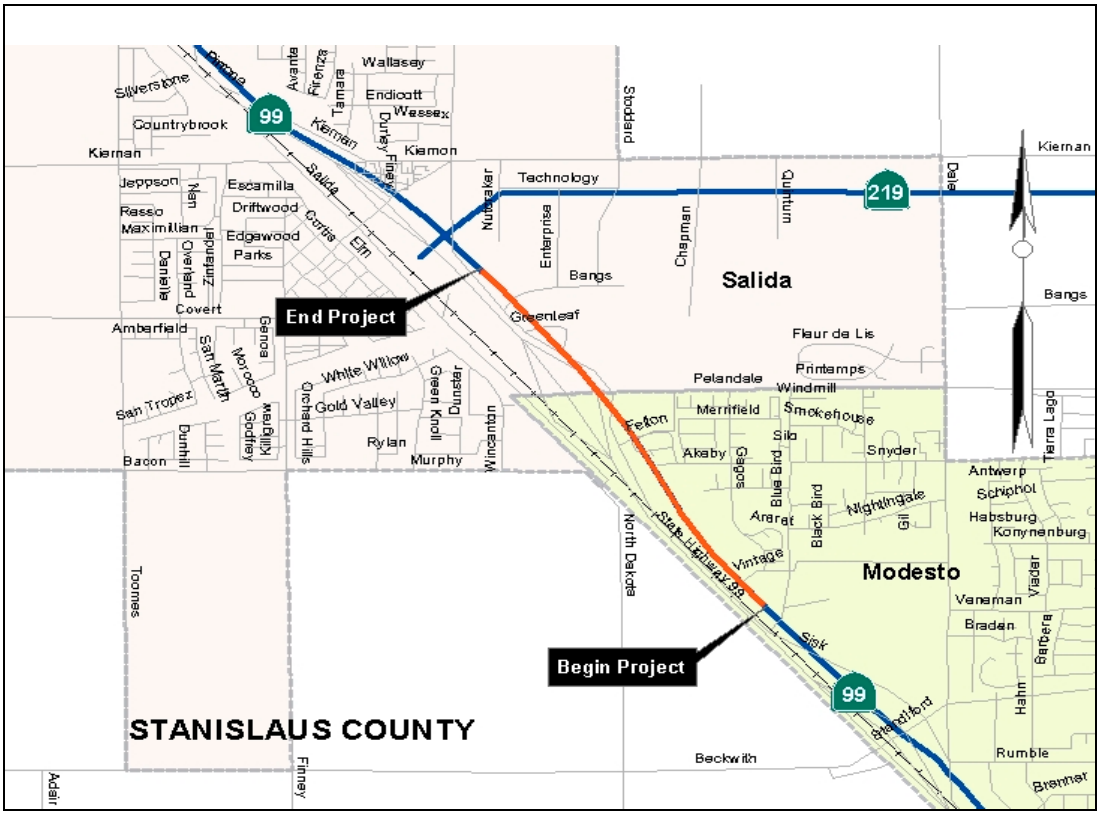
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	No	No	Included	Yes
Bridge Width				Excluded	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	No	No	Included	Yes
Vertical Clearance	Yes	Yes	Yes	Excluded	
Bridge Structural Capacity	Yes	Yes	Yes	Excluded	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7889
Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Pelandale Avenue Interchange Project, in Stanislaus County
10-47210 Sta-99-PM R21.0/R22.4

LOCATION MAP: Key Map Project Number 59 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct Pelandale Avenue Interchange to Type L-9.
Widen Pelandale Avenue to 8 lanes to allow median turn lanes.
Realign Sisk Road to meet intersection spacing requirements.
Signalize Pelandale Avenue/Salida Blvd. Intersection.
Add auxiliary lanes on Route 99 between Pelandale Avenue and Route 219 Interchange.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Reconstructs the interchange to improve operation.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.
Current Construction Estimate: $25-$30 million (05/06FY)
Current Right of Way Estimate: $35-$40 million (05/06FY)
Support Cost Estimate: $7-$10 million (05/06 FY)
Programmed Support Phases; PA&ED $0.5 million, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Pelandale Avenue Interchange Project, in Stanislaus County
10-47210 Sta-99-PM R21.0/R22.4

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	7 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Decreased	New structures will require less maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: This project proposes to reconstruct the Pelandale Avenue Interchange. The existing Sisk Road/Pelandale Avenue Intersection would be relocated 160 meters east of the northbound ramp intersection to meet Caltrans standards. The project is on hold pending a meeting with the local agencies.

RIGHT-OF-WAY: Local road expansion and relocation will require right-of-way acquisition.

STRUCTURES: The existing Pelandale Avenue Overcrossing will be widened to accommodate 8 lanes on Pelandale Avenue. The new structure will meet standard horizontal and vertical clearances.

TRAFFIC HANDLING: Temporary local road traffic delays and ramp construction staging is expected to create public inconvenience during construction.

PROJECT DESIGN STANDARDS

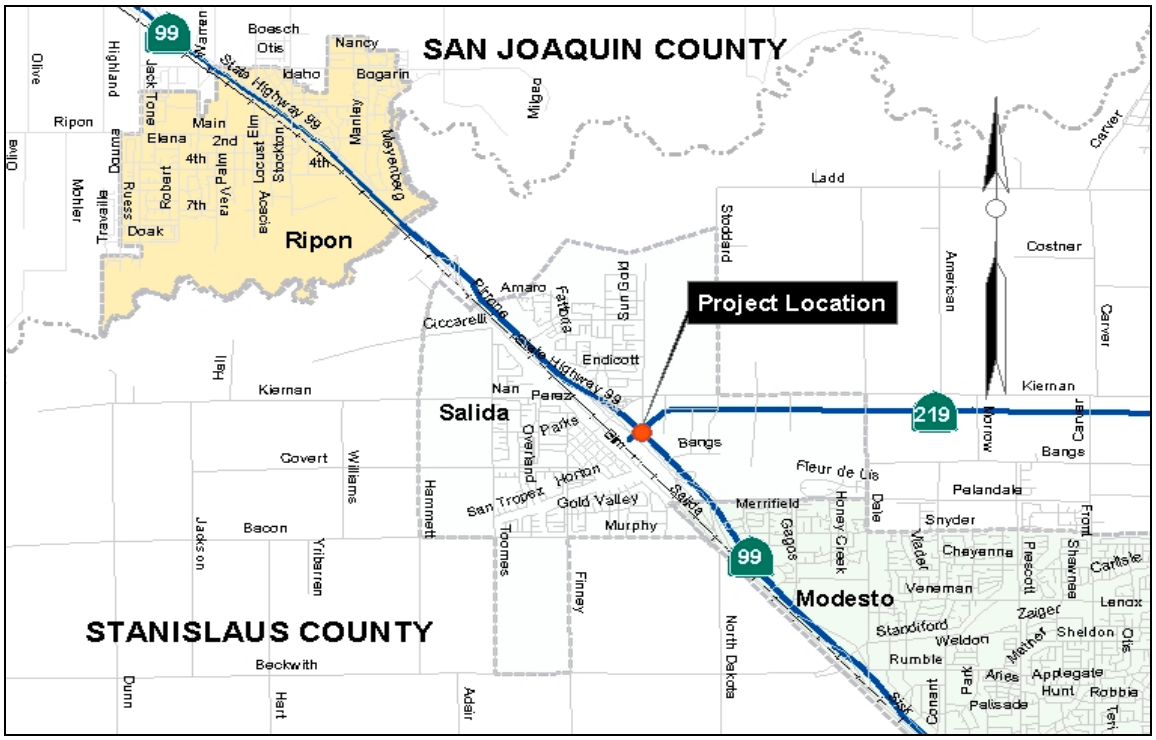
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7889
Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Kiernan Avenue Interchange Project, In Stanislaus County
10-0L330 Sta-99-PM R21.9/R23.2

LOCATION MAP: Key Map Project Number 60 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct the interchange at Route 99 and Route 219 (Kiernan Avenue).
Widen Route 219 to 8 lanes within the interchange vicinity.
Construct auxiliary lanes on SB on-ramp and NB off-ramp.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Reconstructs the interchange with freeway-to-freeway connections at Route 219.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: This project is not yet funded as anticipated in STIP.
Current Construction Estimate: $35-$45 million (05/06FY)
Current Right-of-Way Estimate: $4-$5 million (05/06FY)
Support Cost Estimate: $10-$12 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Kiernan Avenue Interchange Project, In Stanislaus County
10-0L330 Sta-99-PM R21.9/R23.2

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	PID completed in May 2004.
PA&ED:	2 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	6 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Decreased	The new structure would require less maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: There is development on both sides of Route 99 at the interchange location.

RIGHT-OF-WAY: This project proposes to build retaining walls at the structure abutments to allow for future 10-lane facility without acquiring additional right-of-way. Local road expansion will require right-of-way acquisition, which might have significant impact on adjacent development.

STRUCTURES: The existing Kiernan Avenue structure will be replaced to accommodate 10 lanes on Route 99 and 8 lanes on Route 219. The new structure will meet standard horizontal and vertical clearances. The new freeway-to-freeway connections will improve circulation between the two routes.

TRAFFIC HANDLING: This project requires ramp and local road closures impacting the local circulation.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

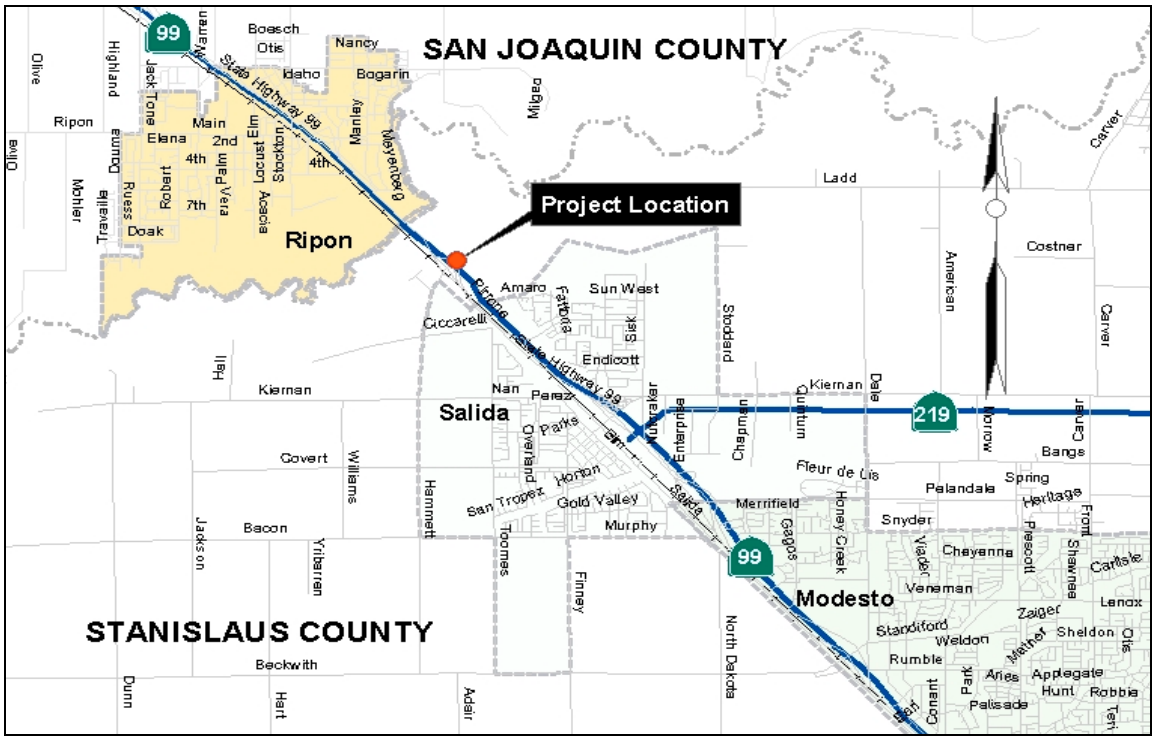
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width				Excluded	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Christina Hibbard (209) 948-7889

Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Hammett Road Interchange Project, In Stanislaus County
10-0L320 Sta-99-PM R23.8/R24.8

LOCATION MAP: Key Map Project Number 61 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct the interchange at Route 99 and Hammett Road.
Widen Hammett Road to 9 lanes within the interchange to increase capacity.
Widen Hammett Road OH (Br. No. 38-0158Y) to accommodate 9 lanes on Hammett Road.
Widen Stanislaus River Bridge (No. 29-0013 L/R) to accommodate auxiliary lanes.
Construct auxiliary lanes on NB and SB on-ramps and SB off-ramp.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Reconstructs the interchange to improve operation.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: This project is not yet funded as anticipated in STIP.
Current Construction Estimate: $55-$65 million (05/06FY)
Current Right-of-Way Estimate: $2-$3 million (05/06FY)
Support Cost Estimate: $15-$20 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Hammett Road Interchange Project, In Stanislaus County
10-0L320 Sta-99-PM R23.8/R24.8

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	PID completed in May 2004.
PA&ED:	2 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	3 years
Total to Complete:	7 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Increased	Widened, aging structures would require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: This project is located in an undeveloped rural area. Cultural and biological resources at Stanislaus River would be the controlling element in completion of the environmental document.

RIGHT-OF-WAY: Right-of-way acquisition will not have significant impacts on the adjacent properties.

STRUCTURES: The existing structure over Hammett Road and Stanislaus River will be widened. The widened structures will meet standard horizontal and vertical clearances.

TRAFFIC HANDLING: This project requires ramp and local road closures impacting the local circulation.

PROJECT DESIGN STANDARDS

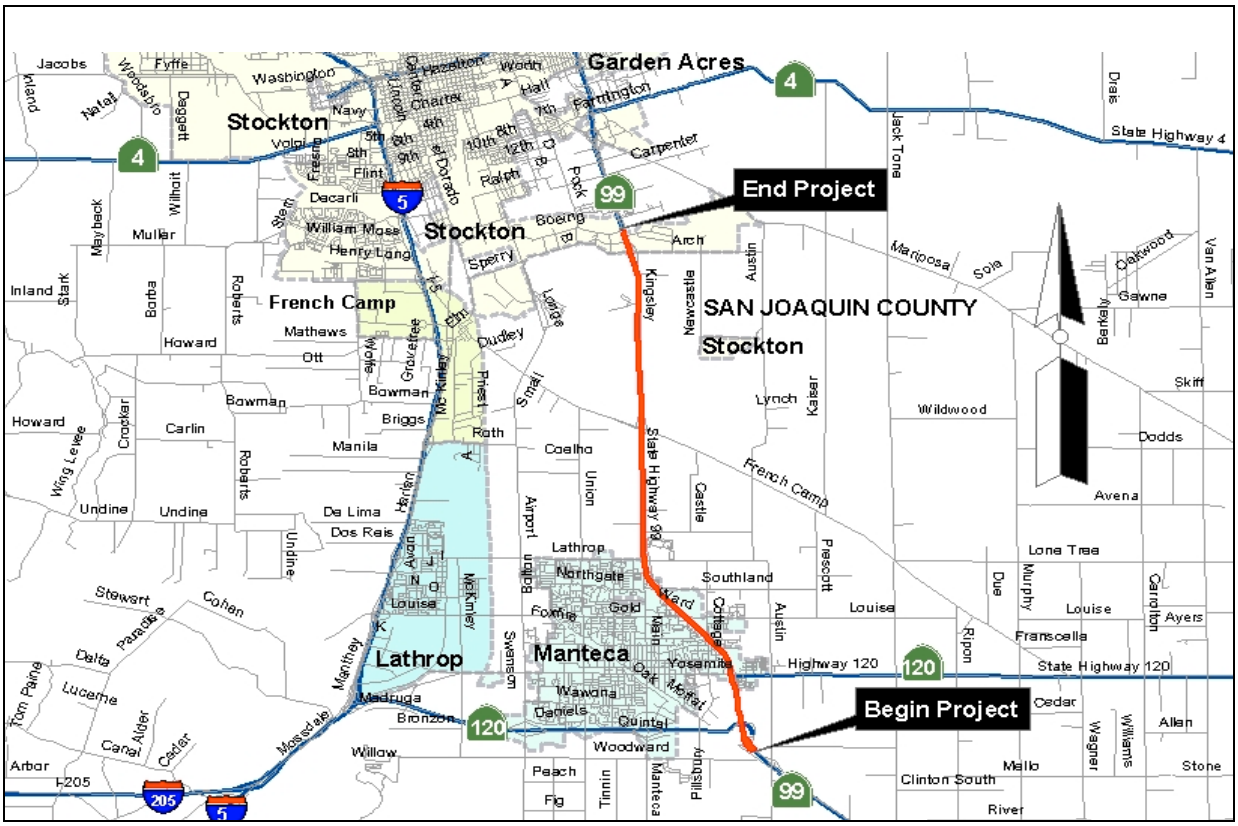
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width				Excluded	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Christina Hibbard (209) 948-7889
Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Route 120 to 0.4 miles North of Arch Road, in San Joaquin County
Manteca 6-Lane, 4F to 6F
10-0E610K SJ-99-PM 5.3/15.0

LOCATION MAP: Key Map Project Number 62 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane in the median for traffic in each direction.
Interchange and bridge reconstruction.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
F	F	F	D

ADDITIONAL BENEFIT - Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Supplemental Project Study Report (Project Development Report) was completed and signed in August 2004.
Fund Sources: It is proposed that this project be funded in the 2006 STIP for PA&ED.
Escalated Construction Estimate: $200 million (13/14 FY)
Current Right-of-Way Estimate: $3.5 million (09/10 FY)
Total Support Cost Estimate: $35 million (06/07 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Route 120 to 0.4 miles North of Arch Road, in San Joaquin County
Manteca 6-Lane, 4F to 6F
10-0E610K SJ-99-PM 5.3/15.0

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	2 - 2.5 years
Total to Complete:	7 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Unknown	Structures may be reconstructed; if so maintenance costs would be reduced.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance.

PROJECT ISSUES

GENERAL: This project proposes a 6-lane facility; the concept facility is a minimum of 8 lanes.

MEDIAN WIDTH: The completed PSR proposes widening in the median. This will require approval of a Mandatory Design Exception.

STRUCTURES: On this segment, 6 mainline structures would require widening. Additionally, 5 structures do not meet vertical and/or horizontal clearance requirements.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Kevin Sheridan (209) 948-7854

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.4 miles North of Arch Road to 0.1 miles south of Route 4, in San Joaquin County
South Stockton 6-Lane, 4F to 6F
10-3A1000 SJ-99-PM 15.0/18.6

LOCATION MAP: Key Map Project Number 63 **PRIORITY CATEGORY 2**

PROJECT DESCRIPTION/SCOPE

Construct one additional lane in the median for traffic in each direction.
Interchange and bridge reconstruction.
Construct frontage road improvements.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion.
ADDITIONAL BENEFIT - Reduces maintenance costs because of bridge reconstruction.

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
F	F	F	D

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was completed and signed in December 2000.
Fund Sources: None identified.
Escalated Construction Estimate:$110 - $150 million (05/06 FY)
Current Right-of-Way Estimate: $35-$40 million (07/08 FY)
Total Support Cost Estimate: $35-$40 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $3.1 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.4 miles North of Arch Road to 0.1 miles south of Route 4, in San Joaquin County
South Stockton 6-Lane, 4F to 6F
10-3A1000 SJ-99-PM 15.0/18.6

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	2 - 2.5 years
Total to Complete:	7 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Decreased	In general, newer structures would reduce maintenance. Retaining walls and enlarged structures would ultimately add cost.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance.

PROJECT ISSUES

GENERAL: This project proposes a 6-lane facility; the concept facility is 8 lanes.

MEDIAN WIDTH: Widening in the median will require approval of a Mandatory Design Exception.

STRUCTURES: One mainline structure on this segment would require widening. There are 7 structures that do not meet vertical or horizontal clearance requirements.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

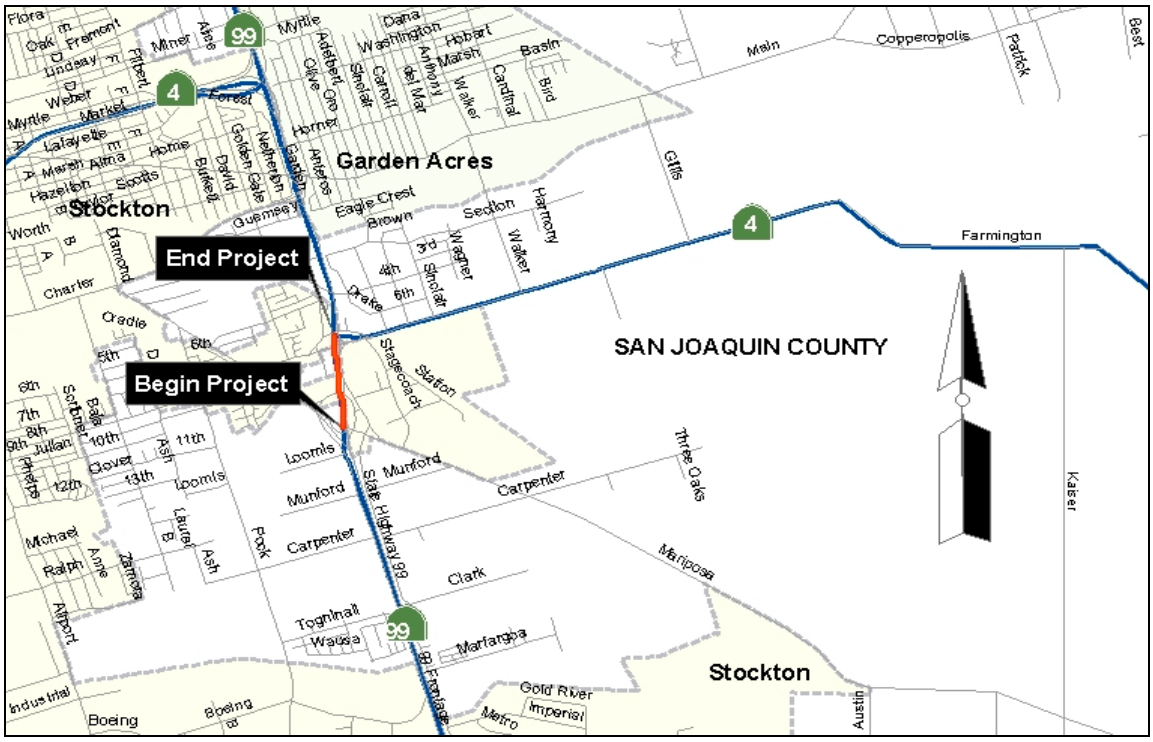
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Unknown or not assigned

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Morada Lane in the City of Stockton
Morada Lane Interchange
10-0L140K SJ-99-PM 23.5/24.5

LOCATION MAP: Key Map Project Number 64 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct and combine interchanges with couplet frontage roads.
Provide local road improvements.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves Route 99 operations by improving ramp geometry and weaving zones.

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
F	F	F	D

ADDITIONAL BENEFIT - Relieves congestion on Route 99 between Mariposa and Farmington.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified for any phases.
Current Construction Estimate: $45 - $55 million (05/06 FY)
Current Right-of-Way Estimate: $12 million (05/06FY)
Support Cost Estimate: $14 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Morada Lane in the City of Stockton
Morada Lane Interchange
10-0L140K SJ-99-PM 23.5/24.5

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 4 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	8 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure requires more maintenance.
Structure	Unknown	Aging structures would require more maintenance if not reconstructed.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance.

PROJECT ISSUES

INTERCHANGE STANDARDS: Farmington Road currently serves as Route 4 east. Long-range planning of the Route 4 corridor would affect the proposed alternatives. Couplets would be considered, as well as auxiliary lanes.

STRUCTURES: The 2 existing interchanges include 3 structures that do not meet vertical clearance requirements.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

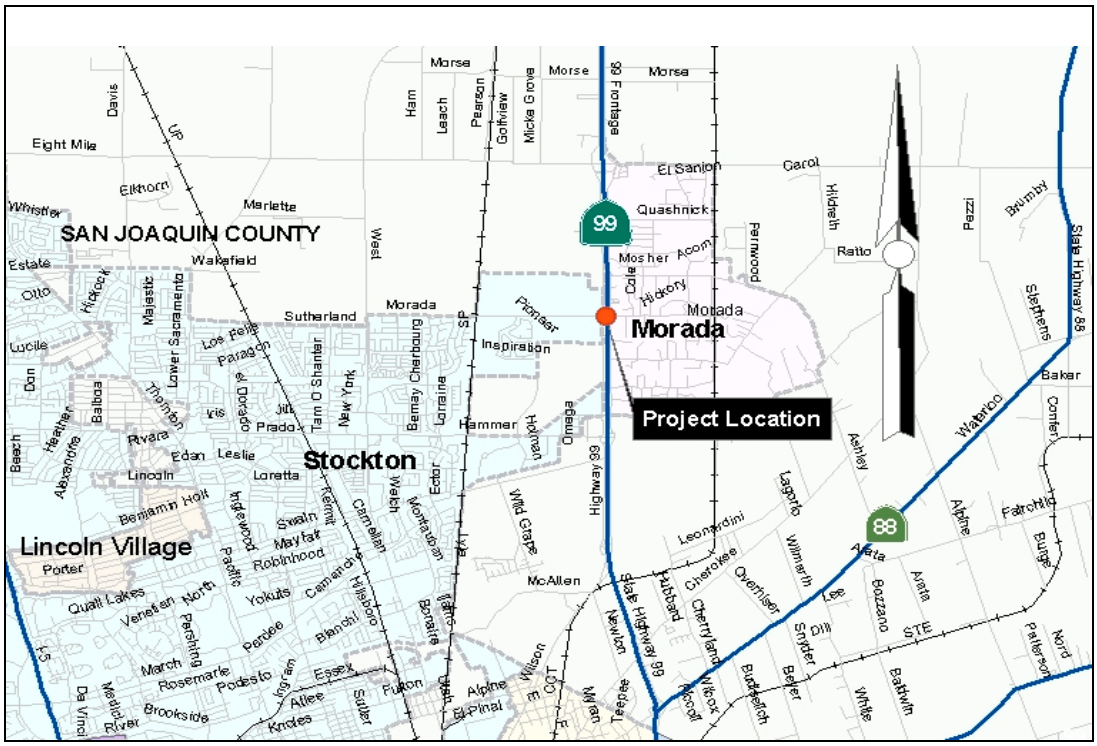
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No			Excluded	
Vertical Clearance	No			Excluded	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Unknown or not assigned

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Morada Lane in the City of Stockton
Morada Lane Interchange
10-0L140K SJ-99-PM 23.5/24.5

LOCATION MAP: Key Map Project Number 65 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct interchange, bridge, and ramps.
Provide local road improvements.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves operations by improving ramps and local road geometry.
ADDITIONAL BENEFIT - Improves safety by removing existing short acceleration and deceleration lengths.
ADDITIONAL BENEFIT - Relieves congestion on the mainline and local roads.
ADDITIONAL BENEFIT - Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) is currently being developed.
Fund Sources: None identified for any phases.
Current Construction Estimate: $28 - $45 million (05/06 FY)
Current Right-of-Way Estimate: $16 - $22 million (05/06FY)
Support Cost Estimate: $10 - $15 million (05/06 FY)
Programmed Support Phases: PID In Progress PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Morada Lane in the City of Stockton
Morada Lane Interchange
10-0L140K SJ-99-PM 23.5/24.5

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Targeted for completion in December 2005
PA&ED:	2 - 2.5 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	6 - 6.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure requires more maintenance.
Structure	Unknown	Aging structures would require more maintenance if not reconstructed.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

STRUCTURE: The existing local road overcrossing does not meet vertical clearance requirements; however, additional capacity could be added to the mainline if the ramps were reconfigured.

RIGHT-OF-WAY: Reconfiguration of the interchange would require realignment of frontage roads and right-of-way acquisition.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

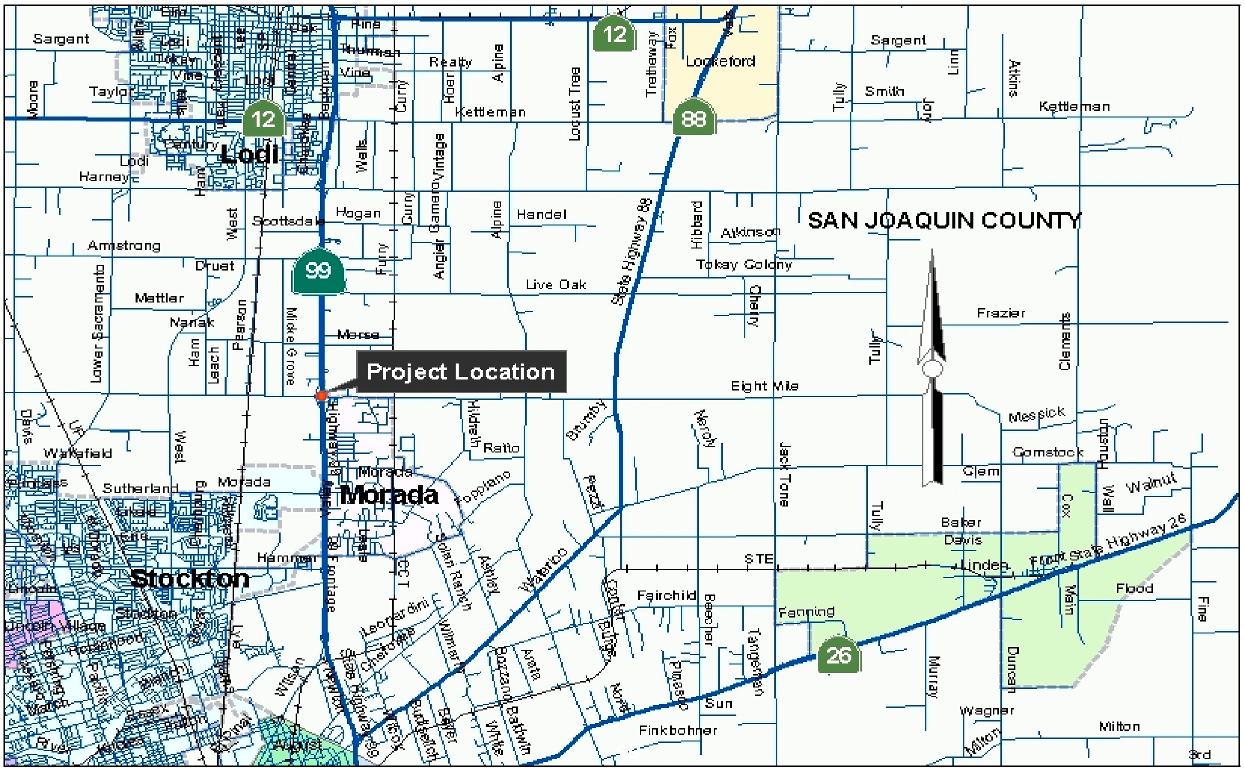
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: George Fernandez (209) 948-7983

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Eight-Mile Road in San Joaquin County
Eight-Mile Road Interchange
10-0L130K SJ-99-PM 24.9/25.9

LOCATION MAP: Key Map Project Number 66 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct interchange, bridge, and ramps.
Provide local road improvements on Eight Mile Road and two frontage roads.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves operations by improving ramps and local road geometry.
ADDITIONAL BENEFIT - Improves safety by remove existing short hook ramps.
ADDITIONAL BENEFIT - Relieves congestion and improves capacity by providing direct connection ramps.
ADDITIONAL BENEFIT - Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) is currently being developed.
Fund Sources: None identified for any phases.
Escalated Construction Estimate: $32 - $38 million (10/11 FY)
Escalated Right-of-Way Estimate: $21 million (09/10FY)
Support Cost Estimate: $10.5 million (05/06 FY)
Programmed Support Phases: PID In Progress PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Eight-Mile Road in San Joaquin County
Eight-Mile Road Interchange
10-0L130K SJ-99-PM 24.9/25.9

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	In Progress
PA&ED:	2 - 3 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	6 - 7 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure requires more maintenance.
Structure	Unknown	Aging structures would require more maintenance if not reconstructed.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance.

PROJECT ISSUES

STRUCTURE: The existing local road structure does not meet vertical clearance requirements; however, additional capacity could be added to the mainline if the ramps were reconfigured.

RIGHT-OF-WAY: Reconfiguration of the interchange would require realignment of frontage roads and right-of-way acquisition.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

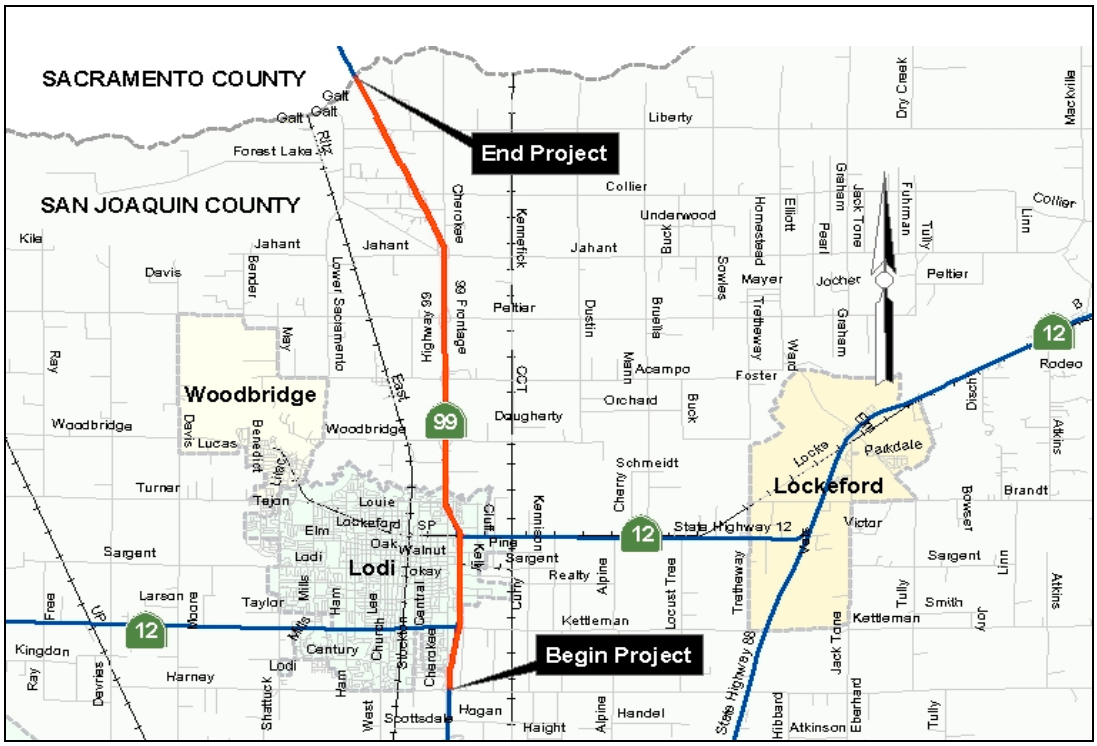
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	No	No	Included	Yes
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: George Fernandez (209) 948-7983
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Harney Road to the County Line, In San Joaquin County
Harney Road 6-Lane, 4F to 6F
10-(No EA) SJ-99-PM 28.3/38.8

LOCATION MAP: Key Map Project Number 67 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane, in the median, for traffic in each direction.
Widen 6 structures to accommodate 6 lanes.
Reconstruct concrete median barrier to allow widening.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
E	F	F	D

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: Project is not funded.
Current Construction Estimate: $120-$130 million (05/06FY)
Current Right-of-Way Estimate: $0
Support Cost Estimate: $35-$38 million (05/06 FY)
Programmed Support Phases; PID $0 PA&ED $0, PS&E $0, R/W $0, Construction $0.

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Harney Road to the County Line, In San Joaquin County
Harney Road 6-Lane, 4F to 6F
10-(No EA) SJ-99-PM 28.3/38.8

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	3 years
Total to Complete:	9 - 11.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Increased	Widened structures will require more maintenance due to added surface area.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: This project proposes to widen Route 99 to 6 lanes. All widening will be done in the median only. There is an existing concrete barrier in the median that is offset to one side. This project proposes to remove and re-install the barrier in the center.

MEDIAN WIDTH: Widening in the median will require approval of a Mandatory Design Exception.

STRUCTURES: On this segment, 6 mainline structures would require widening. Additionally, 5 structures do not meet vertical and/or horizontal clearance requirements.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Ufftp:own or not assigned

Prepared by Majid Monfaredian